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 in Japspeed's all-new
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The country's top
 drift drivers tear up
 Coventry's ring road

ROAD TEST: NEW TYPE R

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 specs but what's it
 really like to drive?



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AUG 2015
 Issue 166
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SECRET V6 R32

Top Secret Skyline loses
 its RB26 in favour of a V6





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INTRO



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If you're into drifting, you're going to love this issue of *Banzai*. If you're not, you'll probably still be interested to see how the world of drifting is evolving and advancing. It's one of the first motorsports to make the most of the new laws that allow local authorities to suspend the Road Traffic Act. Essentially, councils can now shut down public streets in order for them to be setup and used as motorsport circuits. It's the reason good old Boris Johnson has been talking about the possibility of a London street circuit being added to the Formula One calendar. The Formula E road show recently descended on Battersea Park and, while not technically a street circuit, it still served as a successful test bed for a potential event in the England's capital.

To demonstrate the excitement bringing motorsport to the public road can bring, though, Bernie Ecclestone should really take note of the recent Coventry MotoFest. A 1.8-mile section of Coventry's ring road was closed off and the UK's top drift teams ripped up the Tarmac in quite spectacular fashion. Crowds lined the banks and packed out the footbridges overhead. Such events can only be good for attracting new fans and they allow existing enthusiasts to get up close and personal with their favourite cars and drivers. There was even a very high-profile incident! Get on over to p84 for the full story...

The highlight of this issue, though, is without doubt our cover car. Japspeed's monumental 370Z has been a long time coming. We got our first glimpse of the car way back at Autosport International at the start of the year. Back then it was little more than a very elaborate and impressive shell. It looked complete to us, but it's taken an additional six months of intricate development to get the Nissan ready for its first proper shakedown. We were granted access to the car for a couple of days and even invited to the car's first test day where driver, Shane Lynch, decided not to take the softly softly approach. The Zed is truly brutal with torque figures that bend your brain. You want to get over to p74 now for this one. You'll also find the latest BDC report (p89) and highlights from the action-packed Drift Allstars British GP (p64), so basically we've packed all the drift kicks you can deal with in this very special issue...

Andy Basoo, Editor



Japspeed's brutal 370Z is set to take the drifting world by storm...

BANZAI



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It's been a long time coming but we're finally behind the wheel of Honda's new Civic Type R. Has Honda managed to retain the VTEC magic with its first turbocharged Type R?

039 INCH OR A MILE

There may have been no (rising) sun this year but our annual visit to Crail was still a blast!

044 HIGH ROLLER

Daniel Coleman had been yearning for a Datsun 510 since he was a teenager. So when the time came that he was able to buy one, he did so – and he made it awesome. But then some mice ate it...

054 FOUR ON THE FLOOR

Breaking the rules and therefore convention is Nathan Howell's boxer-scraping Impreza WRX. It's a build that will certainly divide opinions...

084 BIG CITY LIFE

It's not every day you get to see a group of the country's finest drifters hit the streets and tear up a section of dual carriageway, but that's exactly what the packed crowds at MotoFest got to enjoy...

095 SCANDINAVIAN TRICKS

Scandinavia's biggest tuning show plays host to a staggering selection of seriously modified Japanese metal, so we popped in to take a look around...

102 FILLING THE VOID

This 'VQ32' Skyline GT-R was one of Top Secret's intriguing projects that filled the void between the conclusion of R34 production and arrival of the R35. We revisit it at its new home in the UK.



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GO TO PAGE 64

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THE FUTURE STARTS HERE

Team Japspeed's cutting-edge 370Z drift car is finally ready for action. We were on the scene with Shane Lynch and the team as the wraps came off and it was fired up for the first time...

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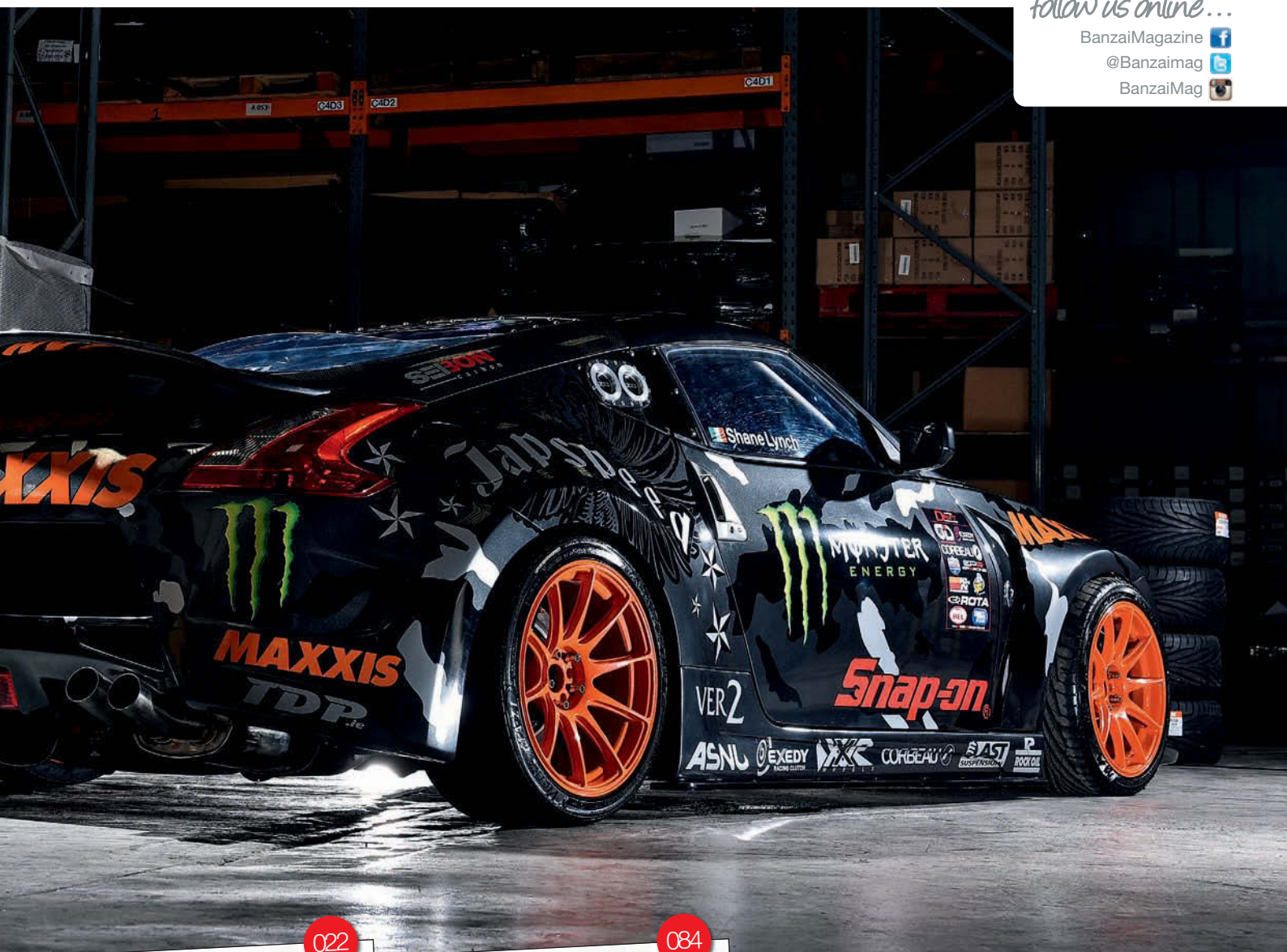
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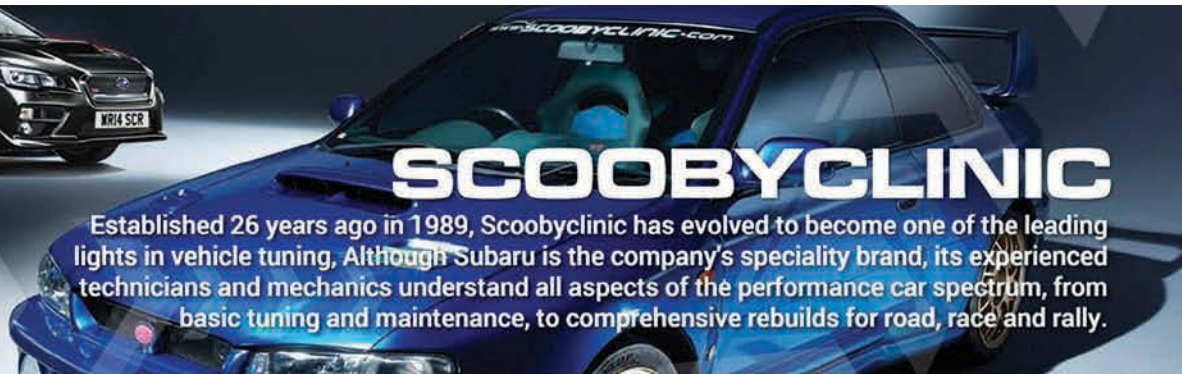
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AIR LADY

No matter how much of a sceptic you are, there's no denying that air suspension systems are beginning to make sense for more and more of the most incredible show and performance car builds out there.

It's for this reason that the highly respected Air Lift Performance company

has developed its latest kit for a car that is ever-popular at Jap shows – the Nissan 350Z. The monotube-based system promises optimum heat loss when pushed to the limit, whilst offering endless height and sensitivity options.

Air Lift Performance also reckons that

this system works just as well as coilovers when you want to hit the track, so what's not to like?

The kit also fits non-4WD versions of the Infiniti G35.

PRICE: POA
CONTACT: www.scene-media.com



JAP SPEED R200 DIFF BUSHES

Here's one for the serious drifters who own a Nissan with an R200 differential fitted (S14-shaped Silvias and newer; R33-shaped Skylines and newer) – polyurethane front and rear diff bushes from our friends over at Japspeed.

Any drifter will tell you that the diff takes one heck of a pounding during a spot of sliding, so these bushes are ideal to freshen up this crucial part of the car.

The sturdy units remove unwanted movement and the numb feeling that comes as a price of worn bushes, whilst ensuring all of the aggression you put into those clutch kicks still goes straight to the rear tyres. What's more, because they're not solid units, these beauties won't increase transmission noise so are ideal for daily drivers!

At such a bargain price, this could be the most important and affordable part you buy for your drift car this year...

PRICE: From £49

CONTACT: www.japspeed.co.uk



HERO OF THE CIRCUIT

Whoever said that a gear knob couldn't be a work of art was clearly lying: just look at this beautifully minimalist billet 'Tear Drop' shifter from American brand Circuit Hero!

This perfectly weighted piece is available in pretty much any fitment, and is sure to feel as good as it looks. Check out Circuit Hero's site for a whole host of custom goodies for your Japanese car.

PRICE: £41.36 (approx)

CONTACT: www.circuithero.com



COBRA SPORT FN2 EXHAUST SYSTEM

If there's any criticism to be made to the fantastic FN2-shape Civic Type R, it's probably that the car was a little bit softer in standard trim than its ancestors. Thankfully, the sea of aftermarket parts now available for this pocket rocket means it's a breeze to get it singing like it should.

The guys at Cobra Sport Exhausts have just released a stainless steel cat-back exhaust system for the Honda to unleash the full potential of that brilliant K20 engine. Available in both resonated and non-resonated versions depending on how much howl you're after, you can expect the usual top-quality finish we've come to know from the brand, with features such as CNC mandrel bending and precision TIG welding appearing throughout the manufacturing process.

PRICE: From £595.10

CONTACT: www.cobrasport.com



DIET PLAN

If you take setting up your modified car seriously, you'll appreciate just how important a decent set of corner scales can be and B-G Racing's latest 'Clubman' feature-packed race scales look like fantastic value for money.

The fully portable system not only weighs all four corners of your car, but also measures the cross-weights and percentages all at once meaning you can also calculate the vehicle's centre of gravity. The compact kit comes with protective travel case, heavy-duty flexible cables, a hi-tech control panel and mains power adaptor.

PRICE: £976.99

CONTACT: www.bg-racing.co.uk



THE SNTRL OF ATTENTION

If you're trendy enough you've probably already stumbled upon SNTRL – the US-based modified car blog which happens to be one of the coolest websites on the planet.

The brand now has a line of some of the most hip clothes you could possibly wear to any car show on its website, which thankfully can be delivered internationally. Our pick is this simple-but-gorgeous 'Drip' T-shirt – available in black only. This is definitely a must-have for the summer.

PRICE: £12.73 (approx)

CONTACT: www.sntrl.com

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If you're a seasoned racer, you may be familiar with the hassle of keeping your cans of race fuel cool while they sit outside the paddock. These Design Engineering Inc can covers cleverly slip over most five-gallon fuel cans, radiating heat away from fuel to ensure it has a much longer shelf life.

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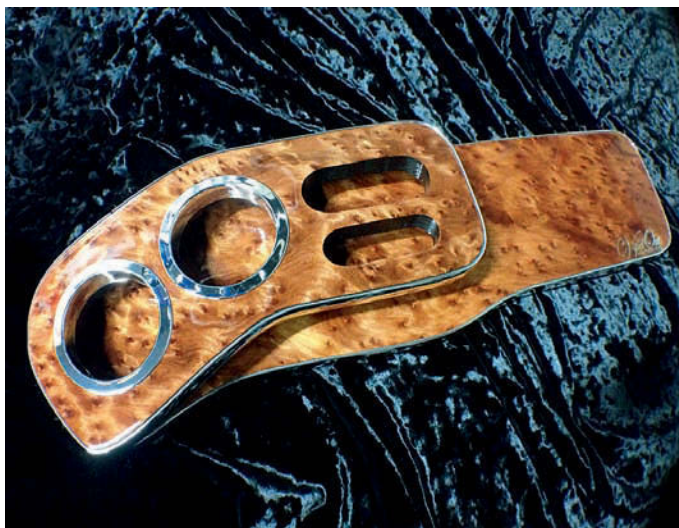
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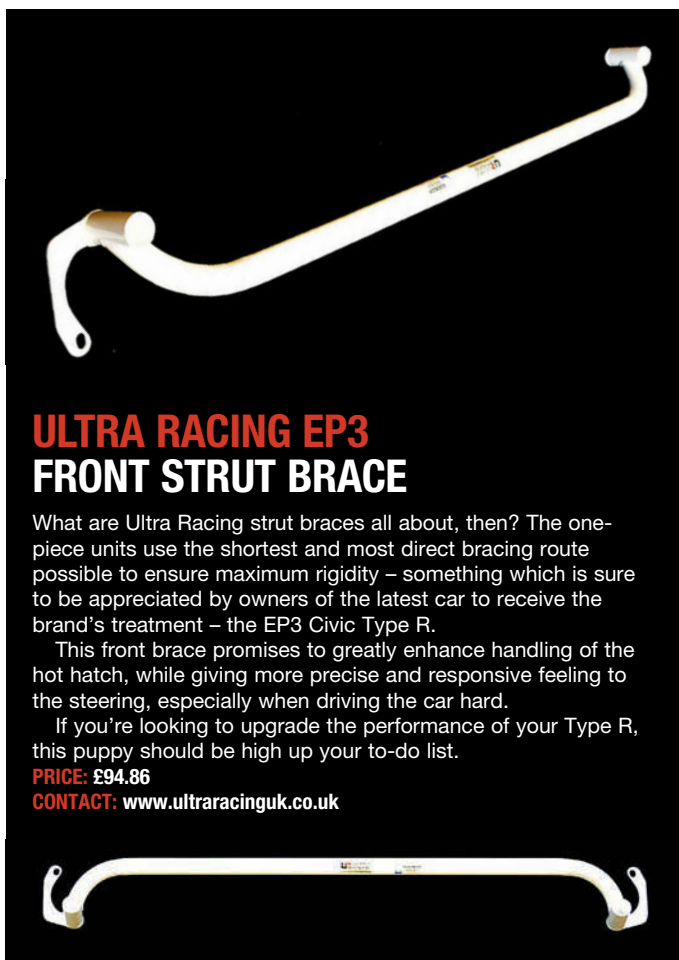
OVERNIGHT VIP

If you caught our feature on Adam Wyatt's VIP'd Lexus last month, you may have been wondering where you can buy those lavish products that VIP-styled car fans love to adorn their rides with. Thankfully, VIP'd Out is here to help – offering some of the most sumptuous luxury accessories for your car.

Here we have the VIP front drinks holder tray, designed for Lexus saloons, and hand-made to order in a number of finishes. Check out the website for the full range of products to help you create a car which even James Bond would be proud to be seen in.

PRICE: POA

CONTACT: www.vipdout.com



ULTRA RACING EP3 FRONT STRUT BRACE

What are Ultra Racing strut braces all about, then? The one-piece units use the shortest and most direct bracing route possible to ensure maximum rigidity – something which is sure to be appreciated by owners of the latest car to receive the brand's treatment – the EP3 Civic Type R.

This front brace promises to greatly enhance handling of the hot hatch, while giving more precise and responsive feeling to the steering, especially when driving the car hard.

If you're looking to upgrade the performance of your Type R, this puppy should be high up your to-do list.

PRICE: £94.86

CONTACT: www.ultraracinguk.co.uk

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CONTACT: www.wheelwright.co.uk



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NOTES: New line of super-light forged wheels from the guys behind BC Racing coilovers. The HCS04 is a two-piece split finished in Royal gold

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CONTACT: www.bcforgedwheels.co.uk



EIBACH MAZDA2 HANDLING UPGRADES

German suspension wizard Eibach has launched a double-pronged attack on the all-new Mazda2 supermini with some tasty handling upgrades to complement the already sporty little motor.

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CONTACT: www.eibach.com



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Tein Springs	£144.00	£168.00	£180.00	-	£132.00	£156.00
Tein Street Flex Coilovers	£936.00	£840.00	£732.00	-	-	£840.00
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EBC Redstuff Rear Pads	£51.13	£88.67	£60.30	£60.31	£43.45	£73.99
EBC Yellowstuff Rear Pads	£69.94	£131.20	£68.27	£68.27	£50.63	£50.74
Tarox Strada Fast Road Front Pads	£94.80	-	£78.00	£78.00	£118.80	£106.80

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	Honda Civic Type R FN2	Mitsubishi Evo 10	Nissan Skyline R34	Nissan GTR 35	Subaru Impreza 07-	Toyota GT86
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Black Diamond G12 Front Discs	COMING SOON	-	£440.84	-	£126.61	£173.70
Black Diamond G6 Front Discs	COMING SOON	-	£403.43	-	£140.68	£124.48
Black Diamond Combi Front Discs	-	-	£447.43	-	£149.48	£156.42
EBC Front Discs	£232.43	CALL	£297.72	CALL	£326.41	-
EBC Rear Discs	£98.89	CALL	£198.41	CALL	£244.02	-
Tarox Performance Front Discs	£276.00	£896.40	£550.80	-	£294.00	£234.00

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600BHP FOR NEW JUKE R

Words: Sam Preston Photos: Nissan

CONTACT

www.nissan.co.uk

Remember the Nissan Juke R from a few years back? The limited-run Nissan Juke which the manufacturer thought would be funny to shoehorn a GT-R running gear into and sell to the public because, well, why not?!

Amazingly, the insane car makes a dramatic return this year with some significant improvements, set to be sold to those mad enough towards the end of the summer.

The car was debuted at the recent Goodwood Festival of Speed, where GT Academy driver Jann Mardenborough piloted it up the hill on several occasions over the weekend.

Celebrating five years of the Juke, the 'Juke R 2.0' receives updates in both the styling and tuning department. This time around, Nissan has used a 2014 face-lift Juke shell, before adding an updated fully carbon fibre wide-body kit, featuring drastically

improved aerodynamic features over the previous Juke R.

But the most notable improvement comes from under the bonnet, where an impressive twin-turbo V6 GT-R engine with a similar tune to that of the GT-R Nismo is wedged in the dainty engine bay, offering up around 600bhp.

A 600bhp production Nissan Juke directly from the manufacturer... Who said we live in a boring world?



45TH ANNIVERSARY GT-R GOES BACK TO ITS ROOTS

Words: Sam Preston Photos: Nissan

CONTACT

www.nissan.co.uk

In 2001, the first *Fast and Furious* film graced cinema screens across the globe, making car fans worldwide weak at the knees. At a similar time, the legendary R34 Skyline was nearing the end of its production run, with some limited edition models being drip fed on to the market as a result. One of the most celebrated of these was the GT-R M-Spec; a slightly more 'Luxury' version of the GT-R super coupé, offering revisions in suspension and interior refinement (with the 'M' standing for 'Mizuno' – the chief engineer at the time).

The 228 cars were kitted out in one of two colours: a deep silver and the now-famous Champagne gold which has become synonymous with this rare, classier Skyline.

With the R34's younger brother, the current Nissan GT-R, now reaching the back end of its production run, Nissan has brilliantly replicated this pattern with another limited edition car which shares the same concept and paint scheme as the M-Spec.

The 45th Anniversary GT-R celebrates a milestone in the GT-R name, and features updates in the form of the Champagne gold

paint scheme and plaques on both the centre console and in the engine bay to differentiate it from the standard MY15 car (which itself has received a raft of notable refinement tweaks this year).

The 100 units were originally intended to stay on Japanese soil, but Nissan has since announced that five lucky UK owners will be able to own an example of the car. It will cost £79,780 – around £1700 more than the standard GT-R, and is sure to become one of the most sought after models available as the R34 M-Spec also has.



LEXUS MAKES HOVERBOARD A REALITY

CONTACT

www.lexus.co.uk

Words: Sam Preston Photos: Lexus

The strangest news from a car manufacturer this month comes not in the form of a car, but a *Back to the Future*-style hoverboard, which Lexus believes it has finally made a reality.

Part of the brand's Amazing in Motion Campaign, the futuristic board is said to be undergoing testing in Barcelona as we speak, and incorporates magnetic levitation and liquid nitrogen-cooled superconductor technologies to offer frictionless movement.

Lexus stresses that the hoverboard will not be sold to the public anytime soon, but if it sticks to its promises we're set to be witness to one of the most exciting objects unveiled in recent years very soon. With the media rife with hoverboard hoaxes in recent times, we'll believe this one when we see it...



NEW IMPREZA GETS HYBRID TREATMENT

CONTACT

www.subaru.co.uk

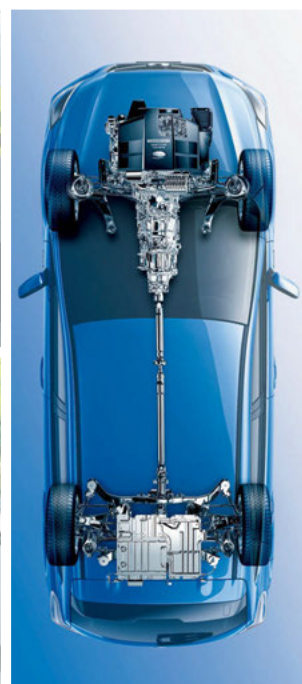
Words: Sam Preston Photos: Subaru

Subaru appears to be the latest manufacturer to incorporate hybrid technologies into a sports car with the announcement of the Impreza Sport Hybrid which is now available in Japan.

The car, based on the standard JDM Impreza road car, uses batteries based in the boot floor to assist the 148bhp 2.0-litre boxer engine powering all four wheels, offering up a proposed economy figure of around 48mpg. It's the second hybrid car from the brand, after the XV Hybrid launched in 2013.

With Subaru continuing to run large, petrol-powered AWD vehicles across its range, it's no wonder it's resorting to hybrid technologies to promote a greener image and offer more appealing economy figures.

The car is further improved with a deeper body kit, a selection of sporty colour schemes teamed with piano black features and touches of suede inside. It's currently only available in Japan and with a CVT gearbox, but we're keen to see how this new direction for Subaru unfolds in the future...



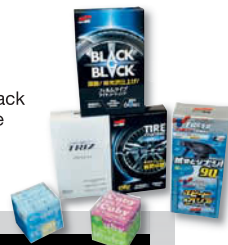
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DATSUN DILEMMA

LETTER OF THE MONTH



Hello guys, I love *Banzai*! I read the June issue cover-to-cover twice (like normal) and noted that in the *Next Month* section you had a rather tasty teaser of what looked like a Datsun 1600 with an SR20DET engine in it.

Now, I recently picked up my July issue from the village shop to find (sad face) no article about the Datsun 1600! I normally wouldn't really mind, because from what I read in July all sorts seemed to be happening with staff and trips away but I am wondering when this article is going to be released?

Now the reason I am particularly interested is because I have a 1972 Datsun 1200 'Deluxe' arriving in the UK in a couple of weeks (happy face) and I am going to drop an SR20DET in it. Unfortunately these things come with a price to pay (sad face – again), as I have just listed my perfectly original 1985 R30 Skyline up for sale to make room in the garage (tinyurl.com/banzaiskyline). The Skyline was going to be my project but I simply could not turn down a Datsun 1200 with 50,000km on the clock; what a dilemma!

Keep up the good work; I'll get some photos of the Datsun to you soon if I don't bump into you guys at a car show!

Dave Speer, via email

Thanks for the feedback, Dave, it's great to hear that you're enjoying the mag as much as we're enjoying creating it!

Also, very well spotted with the lack of Datsun content in the July issue. Sometimes, we are left with no choice but to shuffle some things around to ensure we include the latest news on the scene wherever possible. So we're sorry about that!

What you will be pleased to hear, if you haven't noticed already, is that the very Datsun you mention is in this issue (pg44)! We hope you enjoy reading about it in all its craziness and also like the fantastic imagery from our snapper Brodie.

Now, onto your cars, and it seems like you do indeed face a dilemma! We cannot wait to see how you get on with your Datsun. If it's anywhere near as good as the aforementioned Australian beast, the UK is set to have a very special Datsun on the horizon!



SMALL SCREEN SENSATION

I've just noticed you guys have put out a video review of the new Civic Type R. I've subscribed to your YouTube channel because I thought the review was fantastic and was wondering whether you'll be uploading videos more regularly now?

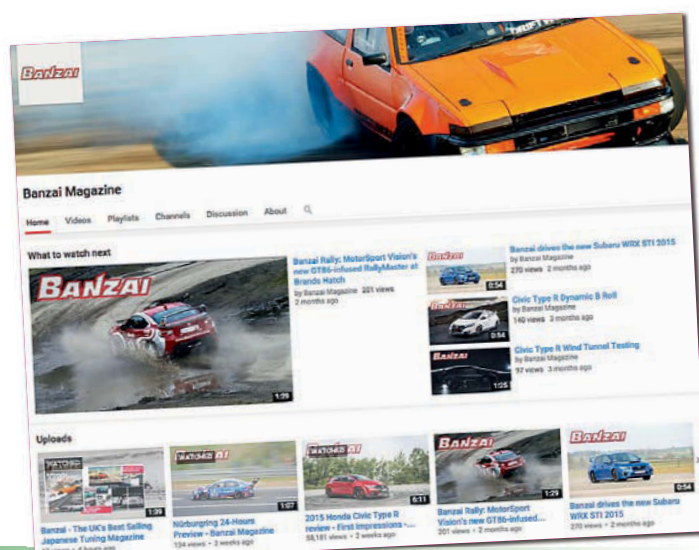
Ellie Kipling, via Facebook

We're glad you enjoyed the video, Ellie; it seems to have gone down very well, which we're thrilled about!

We're making a conscious effort to add a video element to as many features as we can. If you've ever read the digital version of the magazine, you'll notice that these videos are embedded into the feature to make them easily accessible.

Our latest offering focuses on the fantastic Japspeed 370Z on the cover of this issue, and can be found from our YouTube channel – we hope you like it!

Banzai YouTube channel: www.youtube.com/banzaimag



CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com
W: www.banzaimagazine.com



BANZAI



SHIFTING ATTENTION

I'm just getting in touch to let you know about my new company I've started up called Shifted Performance. We specialise in unique carbon fibre parts for the R35 Nissan GT-R.

Our latest offering is a 'Street Style' carbon fibre bonnet, which uses 3K twin-weave carbon fibre without fibreglass backing, meaning that it's one of the lightest and strongest of its kind on the market. We are also a UK dealer for AirREX air suspension and BC Racing coilovers, and stock the top-spec 'ER' suspension for the GT-R.

Our website is www.gtrbyshifted.com. Check it out!

Daniel Short, via email



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Sports Springs



This month we're giving one lucky reader the dual gift of stance and handling – and who wouldn't want that? Thanks to scene legend V-MAXX, we have one set of its fully TUV-approved uprated Sports Spring Kits to give away.

As a global leader in OEM suspension technology, V-MAXX has had a wealth of experience in creating handling upgrades for many Jap cars, meaning that its springs offer factory levels of fit and finish, but combined with substantial improvements in handling

and control over the showroom offering.

All springs are pre-stressed to eliminate sag, lowering the car's centre of gravity and endowing your ride with an aggressive stance. Thanks to V-MAXX's unparalleled research and development, these springs also feature a unique 'progressive' coil that offers a softer section for everyday driving and commuting, combined with a stiffer, more aggressive section further up the spring to equip the car with precise road holding and cornering.

The springs have been carefully configured

to work with the factory dampers and will make any car look and handle better than ever. The best bit is the range: it's huge, catering for cars as far back as the Classic Impreza and '80s Civics through to powerhouses like the Nissan 350Z and Toyota Supra. Many models have a range of drops available, allowing you to go mild or wild!

All you have to do to enter is answer the question below. If you need some help, you'll find the answer on the company's website: www.v-maxx.com/uk. You can also start choosing your springs at the same time! ✨



ENTER HERE

HOW TO ENTER

Banzai has teamed up with V-MAXX to offer one lucky reader the chance to win a V-MAXX Sports Spring Kit. For your chance to win this fantastic prize, all you need to do is answer the question below. Heading over to www.v-maxx.com/uk may help you find the answer...

Q: How many countries is V-MAXX sold in?

(a) 45

(b) 55

(c) 65

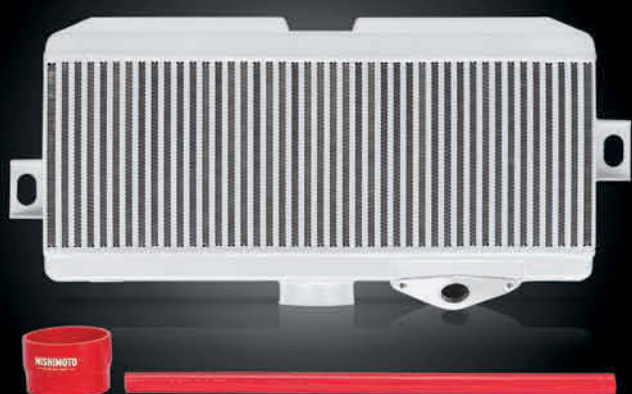
Once you've found the answer, send it over to banzai@unity-media.com along with the type of car you own, with 'V-MAXX Competition' as the subject line.

Terms & Conditions: Images are for reference only. All entries must be in by 20 August 2015. This competition is only open to UK residents, 18 years of age and older. Employees of V-MAXX, Unity Media and associated companies are ineligible to enter. The winners will be picked at random by us and our decision is final. We reserve the right to disqualify any entrant and/or winner with absolute discretion for any reason and without notice in accordance with the competition rules. One entry per person and there will be three winners who will be contacted by us directly. No further correspondence will be entered into once the winners have been announced.

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Shown: Subaru WRX Silicone Induction Hose, 2008-2014. Additional applications available.



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Shown: Subaru WRX Silicone Induction Hose, 2008-2014. Additional applications available.



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Shown: Subaru Impreza WRX/STI Plug-N-Play Fan Shroud Kit. Additional applications available.

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Spotlight:

HONDAPRO JASON

Chicago's Jason Richmond, better known as HondaPro Jason, hosts a thriving weekly YouTube show dedicated to all things Honda. We took five minutes of his time during his recent European tour to discuss the global Honda scene, the future of vlogging and dream trips to Japan...





Hi Jason, thanks for taking the time out to chat to us. Can we start by asking you to give us a history into how you got into Japanese cars and Hondas in particular?

I got into Hondas because growing up my family always bought Chevys, until 1987 when my father bought our first Honda. It was a 1987 Honda Accord LXI, five-speed, four-door. Everything changed from that moment. The drive, the quality... it really felt like a luxury car without the luxury price. This was the car that brought me through my high school years, on my first dates, and all of my proms. Realising the major differences between American and Japanese cars, there was no looking back.

In 1996 I was between jobs and as a temporary solution I took a job as a Honda sales person. It seemed like a perfect fit since I agreed with the Honda philosophy, drove a Honda and tried to sell one to everyone I knew anyway. This was before the internet and I would often go to the book store on my lunch hour and research Honda reviews and look at magazines from other countries to see what might be on its way here. After a couple of years the technicians and salesman at my Honda dealership started asking me questions about settings and how to use the technology as it became a big part of the cars. The name HondaPro was given to me first as a joke because I was the go-to person at my dealership. Then to the name I added Jason, and HondaPro Jason was born!

Was this around the same time you started your YouTube blog?

My YouTube blog was started in September 2012. It was started in response to a journalist's article that wasn't happy about the new generation Civic. Being a Honda salesman at the time, I wanted to talk about the love I had for the car, and the reasons why many consumers should love it also. That quickly turned into a weekly updated show, including reviews but also Honda news. I started promoting the show through social media, primarily to other Honda dealerships, thinking it would be a good sales tool for Honda salesman, helping them



understand the brand, learning about new tech and awards Honda had won. I thought that could help them sell more Hondas. Little did I know that Honda enthusiasts were also looking for this info, and it seemed like no one else was out there giving it to them.

I soon became the leader in Honda news, and now receive letters and messages daily from Honda dealerships, salesmen and general enthusiasts, asking me questions from current and future products through to technical assistance. Honda itself has reached out to me to talk about my work on my many social media pages. We have discussed current and future vehicles and I have spent some time with the R&D department learning more about what Honda's plan for the coming years will be. My philosophy has always been 'give without expecting return'. I compare my love for Honda like most people love their favourite sports team. It's unconditional, and I stand behind it through the ups and the downs.

How do you think the Honda brand has changed in recent years?

I think that Honda has changed many times over the past years due to the economy, emission laws, oil prices and consumers' wants and needs. I think now more than ever that Honda has a better understanding of what the consumer wants, and on a global scale is giving it to us! What's interesting to me is how Honda makes different vehicles based on the varying markets in each country. Having R&D, public relations and manufacturing in most countries helps them better understand the needs of that region.

What do you think about the future of Honda? With many new exciting sports models released this year, along with a lot of exposure to motorsport, are you excited about the direction the brand is going in?

I think now is as exciting as it was in the mid-Eighties, when here in America people used to follow the new car carrier to the dealership to have the opportunity to be able to purchase one of the very first new Hondas. Now, with new safety, connectivity and



emission technologies, Honda is definitely on the forefront of all of this and more. Being an enthusiast, I'm most excited about the performance aspect of the new sports cars. And of course, the tech geek in me loves the new gadgets throughout the range. Moving into the future, I see Honda sharing and expanding more technologies across all of their products; automotive, motorsports, power equipment, and even aviation.

How do Japanese cars differ in the USA to the rest of the world? What do you think about the various different car scenes that you've been exposed to?

Hondas that we have here in America are limited in terms of models, colours and trim levels available. I personally love the idea that we have few trim levels as I think it helps mass production and cuts down on special orders. I think in recent years, however, Honda has made great efforts in expanding its choice in the US, partially in response on what the consumers are looking for. I enjoy

| Interview with *HondaPro Jason* |



“Now more than ever Honda has a better understanding of what the consumer wants”

researching Hondas from other countries, learning about different models and realising that different countries have different needs, which Honda also clearly understands.

The car scene is similar worldwide as far as the Honda enthusiasts are concerned. In the US, some areas are more into show cars while others like building Hondas to race. This is thanks in part to social media as in America we have lots of car shows, events and races. That is one of the biggest differences I've noticed to other parts of the world. Because there's so many shows there's sometimes no need to drive far and some say the quality of nice show cars has gone down as a result. In other countries they have fewer events so people travel further distances and the shows can be larger and more diverse.

If you were to take a dream trip to Japan, where would you stop and which people would you like to meet? And which cars would you like to drive?

When I go to Japan for the first time, I will be visiting Honda's Corporate Headquarters, Honda's Japanese factories, taking a tour of Honda's Collection Hall, visiting Mugen, Spoon Sports, and it would have to be timed perfectly so I could also attend the Tokyo Auto Salon! I would love to spend some time getting to know and experiencing Japanese



Jason's supercharged 'Project Orange' Civic Si features in many of his videos

car culture. My goal as it is with every trip is to learn and to be able to share with others, and of course educate others.

What cars have you owned yourself? And what would your dream Honda be?

Here's a list of Hondas I have owned in order of model year: '86 Civic Si, '87 Accord LXI, '91 Accord coupé, '93 Accord coupé Special Edition (one of my favourites), '93 Civic Si hatch, '94 Accord coupé (my first new car), '96 and '97 Accord four-doors (the '96 was an LX and the '97 an EX), '97 Civic EX (with 240,000 miles on the clock), '01 Civic EX, '01 CR-V, '03 Accord EX, '05 CR-V, '07 Civic Si, '14 Civic Si (my current 'Project Orange' which I'm running through my YouTube channel). That does not include the hundreds of Hondas that I used as my personal cars during my 19 years in car sales.

When it comes to my shortlist of dream Hondas to drive, it has to start with the a Honda T360, closely followed by an S800 coupé, a S600, a JDM NSX Type R, a City2 (Bulldog), a Civic Mugen RR, the new S660, and of course to fly the Honda Jet!

What are your thoughts about vlogging in this day and age? Have you noticed that it has become a more important tool to communicate with people recently?

I think in this day and age, being able to follow people on social media is considered the norm. Knowing what everyone is doing all the time... people love to follow bloggers as they go through their daily routine. I use vlogging as a way to reach millions of people to entertain and educate. Before I was vlogging, I was researching Honda and telling my co-workers and fellow friends everything that I have learned in person. Now I'm able to expand my reach out of my immediate circle while also helping bring together sales people, service technicians, the Honda corporate team, enthusiasts and aftermarket companies. I think this will help the car culture grow and prosper. Also in my opinion it'll be more fun as we can work together to build our future how we want it.

Finally, what does the future hold for HondaPro Jason?

Looking forward I would like to be considered as an official spokesperson for Honda and continue to enjoy my passion. I would love to see more people follow in my footsteps as brand advocates. I hope to continue to entertain and share my love for Honda with more people worldwide for years to come.

You can check out Jason's videos by visiting www.youtube.com/hondaprojason



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1 Featured: "Ultimate" Intercooler Kit

R35 GTR INTERCOOLER KIT BY PRO ALLOY

It's always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit of and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

"Pro Spec" Intercooler Kit Most of the original boost pipe work and oem filters (or aftermarket) are retained - this kit is ideal for those not aiming for 4 figure BHP levels or for people who may have already invested in an aftermarket boost pipe and air filter set up. **£1914 inc VAT**

"Ultimate" Intercooler Kit Boost pipes, bespoke air filter pipes and filters, silicone hoses etc are supplied with this kit, but the big advantage of this set up is the configuration as we re-route the flow of the cooler making a much shorter and more responsive boost pipe run, we also re-site the air filters to grab more cold air from the front of the car and supply complete with 80mm MAF pipes, ideal for 4 figure BHP cars! **£3300 inc VAT**







R35 GTR PRICES - ALL PRICES INCLUDE VAT

Pro Spec Intercooler kit (Black or Silver)	£1914
1 Ultimate Intercooler kit (Black or Silver)	£3300
2 High performance alloy water radiator (Black or Silver)	£822
3 80mm Induction pipe Upgrade (Filters next to headlights) including ITG filters ..	£594
4 High capacity Alloy header tank (Black or Silver)	£392

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BACK WITH BOOST

The new 306bhp turbocharged Civic Type R may be stealing the headlines but what is it like to drive?

Words: Andy Basoo Photos: Honda



It's been a long time coming but we're finally behind the wheel of Honda's new Civic Type R. Has Honda managed to retain the VTEC magic with its first turbocharged Type R? With 306bhp and 295lb ft of torque being forced through the front wheels, does the Civic suffer with horrible torque steer issues? Is the hatch worth the £30,000 that it'll cost you to buy? We test the Honda on road and track to find out...

ON THE ROAD

We're here in Slovakia, near the Austrian border and there's a good reason why Honda has chosen this spot for the launch of the new Type R: snooker table-like smooth roads. The outgoing FN2 was heavily criticised by the motoring press for its crashy ride. If we're honest, we never found the firm ride an issue but maybe that's because we're used to equipping everything we drive with coilovers! So the ride quality was certainly something we were keen to explore, as was the cabin.

With the latest Type R now coming in at £29,995 for the base model and £32,295 for the GT version, the Civic is no longer a fiery budget hot hatch. At that price point, individuals with big enough pockets will be expecting some quality and comfort, too. But does that mean the engineers will have had to compromise on precision and raw driving focus? But, most of all, we're here to test that new 306bhp turbocharged VTEC engine. Has Honda managed to retain the free-revving VTEC characteristics that we've come to know and love? And with so much power and torque pulsating through the front 19" wheels, does the Honda suffer badly with torque steer? There's only one way to find out...

Jumping into the driver's seat we're instantly impressed. The overall design of the interior is virtually identical to the lesser Sport model in the Civic range. However, all of the tactile points where you as a driver engage with the car (the seats, steering wheel, gear stick and dials) are all Type R in nature – accented with red and race inspired.

Let's start with the seats. They're mounted 20mm lower, providing an excellent driving position. The red and black pews are ultra comfy, but when you try to fidget around, or simply get in and out of the car, you realise that their main priority is to keep you firmly in place. The side bolsters are very firm, perhaps even plated inside to prevent any sag or movement. For long journeys or short, these will do the job nicely.

We press the start button and the K20C barks into life. That's right, the new turbocharged 2.0-litre VTEC engine is a K-series! Being an all-new design it bares little similarity to previous K-series engines, meaning even the engineers were surprised when an independent team settled on the code. But we digress. The tone of the engine isn't a deep burble. Instead it's typically Honda and relatively reserved.

Reaching for the gear knob, your palm is greeted by a familiar cool metallic surface. It lets you know you're in a Type R and in for a treat! The clutch is well weighted and sharp, but never snatchy. But the first thing you notice is the torque. It's not earth shattering but with peak torque (295lb ft) coming in at just 2500rpm, acceleration is more aggressive than we're used to in H-badged cars.

Honda has utilised direct injection and a mono-scroll turbo for the Type R, a decision that raises an eyebrow at first considering the likes of BMW use twin-scroll turbos to reduce

lag. But this is where the engineers have incorporated the infamous VTEC technology. Interestingly, this time around the engine is at a high cam profile at low rpm. The K20C, therefore, doesn't have to wait for the turbo to spool up, meaning there's next to no lag. But, as the revs rise and the turbo comes into play, the profile changes to a lower setting. Essentially, VTEC just kicked out, yo!

This results in a huge sense of urgency throughout the rev range and, unlike most turbo vehicles, this thing still loves to rev out! Keep your foot planted and you arrive at 7000rpm before you know it with a panel of shift lights counting you down to 7400rpm for the next gear change. Honda fans are used to screaming the revs a bit further so there is a slightly compromised feel but the aggression of acceleration is still there and the new running gear is massively quicker than previous models, so it's a fair payoff. We quizzed Honda's chief engineer, Hisayuki Yagi, about the potential of raising the rev limit as the engine still feels like it wants carry on, but he made the interesting point that while that's possible, what's the point? Peak power is at 6500rpm so revving the engine further would actually result in you going slower. For the record, the gear change itself is beautifully short, perfectly weighted and with enough feedback to make you glad Honda hasn't offered an auto version. The six-speed transmission is a winner and you even get a little chatter from an electronic wastegate mid shift. Thank you Honda!

Personally, we can't get enough of the setup. It provides excellent real world performance, reducing the need to change down gears every time you want to accelerate quickly. And out of corners it's not as essential to always be in the perfect gear as there's always the torque on-tap to pull you out. That leads to one of the over-hyped elephants in the room... torque steer.

The Type R comes equipped with an LSD as standard, as well as a Dual Axis Strut system. What does this do? Well, Honda has separated the functionality of the strut and the hub. The engineers have attached the hub closer to the wheel itself, which reduces the centre offset from 60mm to 40mm. The length of the 'lever' pulling against the turning axis is therefore reduced, resulting in less skipping and scrabbling around when you put your foot down. It means you can get on the throttle pedal earlier. It's effective, too, as you have to really be driving like an idiot to experience any kind of torque steer. The aftermarket will soon be putting additional power through the front wheels, though, so we'll see just how good the system is very soon. Honda claims it's shaved five seconds off the Type R's 7:50 Nürburgring time, and we can believe it.

That just leaves the brakes and ride to discuss. The brakes are unbelievable but we'll discuss that more over the page. The ride is also vastly improved over the FN2. As stated earlier, it's a little tricky to tell on the glass-like roads but without the +R button pressed it's perfectly supple, even with those 19"s on each corner!

PERFORMANCE DETAILS

Engine: 2.0-litre VTEC Turbo petrol

Transmission: Six-speed manual

Power: 306bhp (at 6500rpm)

Torque: 295lb ft (at 2500rpm)

0-62mph: 5.7secs

Top Speed: 167mph

Wheels/Tyres: 19" lightweight alloys with 235/35 tyres

Brakes: Four-piston Brembo front brakes with 350mm drilled discs

Suspension: Four-point Adaptive Damper System with Dual Axis Strut Front Suspension system to reduce torque steer

Paint: Championship white, Crystal black, Polished Metal, Brilliant Sporty blue and Milano red







ON TRACK

The Slovakia Ring is our test track for the afternoon. It's a circuit we've never driven before and with a course length of 5.922km it takes a while to learn it! It's made up of high-speed straights and 14 turns, some of which are quite long, making it an absolute killer on brakes and tyres. It's going to be a real test for the Type R.

Once we'd got our eye in, we decided to complete a couple of laps in 'normal' mode and the rest in '+R' mode to feel the difference. And wow, what a difference!

On the road, the sharper throttle response, weightier steering and firmer ride could all be felt, but not dramatically. Here on track, the effects of all three make the Civic beautifully compliant, sharp and predictable. How so? The improvements are most notable on turn-



WHAT THE BTCC DRIVERS THINK

"I came here with no expectations but I'm very impressed. Thank goodness they've gone with a turbo now. It's given the Civic just what it needed. You can either rev it, which is the old Type R thing, or not. I'm a fan! Turbo cars normally run out of puff early on but this doesn't. A few years back the weapon of choice for the hooligan was the Subaru Impreza but this could now be that car. You can be a real hooligan in it and it looks after itself but it's got some power in it as well."

MATT NEAL
(HONDA YUASA RACING)

"A quick dab of the brakes is all you need to settle the car into corners and even if you overcook it, somehow the car still turns-in and collects itself back up for you. Two fingers is all you need on the steering wheel and you're always in control, even during a big drift. You can be under 3500rpm exiting corners and the torque still allows you to just drive out. The old Type R would have no chance doing that."

GORDON SHEDDEN
(HONDA YUASA RACING)

in. You can carry far more speed than you're entitled to into corner, then "throw out the anchor" as Gordon Shedden so eloquently put it and essentially trail brake up to the apex of a corner. Ordinarily, this would land you in a whole heap of trouble but in race mode the back swings round with little demand for steering inputs, meaning you've got all four wheels pointing in the same direction and you're able to jump back on the right pedal seriously early.

What's more, the chassis is wonderfully playful and forgiving. A little shimmy of the steering wheel and the firmness of the damper settings mean there's little roll and you can pull off almighty FWD drifts into corners. The hatch never snaps, squirms or bites you, it just eggs you on for more! We

took a few laps with Shedden and his teammate, Matt Neal, and the pair were flinging the Hondas around like you wouldn't believe, all within millimetres of each other.

The big four-pot Brembo calipers and 350mm front discs provide stunning stopping power. We were expecting the brakes to fade three or four laps into our track test but they stood up impressively to the relentless pounding. As far as track day toys go, this one seems about perfect. It's a car you could drive to the circuit in standard form, abuse all day and then drive home.

It's on track you really start to appreciate that extra power, too. The K20C screams to the redline gear after gear and for the first time Honda owners won't worry about being passed by Scooby and Evo owners on the

straights. It more than holds its own. Chief engineer, Hisayuki Yagi, also let on that he's designed the Civic with plenty of room to grow, so if you work in more power, firmer suspension or stickier track tyres, the hatch will become even more ballistic than it already is. Just take a look at the current BTCC standings if you want some evidence of that.

Type Rs have always impressed on track and the new hot Civic has raised the bar. It wants you to get involved and rewards you for your inputs. Sure, you don't get the joy of passing 8000rpm but it's raw and gnarly enough to still feel like a Honda. The addition of a turbo takes the car into the next performance bracket making the £29,995 price tag still seem like the bargain of the century.



WHAT THE SCENE IS SAYING

"The engine is designed for more performance. We have double forged con rods, forged crankshafts and aluminium pistons. These reduce weight for the reciprocating mass, but all signs are in favour to further increase the performance."

HISAYUKI YAGI
(HONDA CHIEF ENGINEER)

"My first encounter with the new Type R was at the Nürburgring in Germany. It was even more spectacular than it looks on paper! The aggressive body lines, huge brakes and big rear spoiler are all perfect."

JASON RICHMOND
(HONDAPRO JASON)

"I simply didn't expect the Type R to deliver this level of performance off the bat... it is fast, massively fast. It has the best chassis in its class [hot hatch] and comes fully loaded [in GT-spec] so actually it's pretty good value."

STUART PRIDHAM
(CIVIC TYPE R OWNERS' CLUB)

"From what we've seen so far, the tuning potential is huge and we cannot wait to build on the excellent platform that Honda has provided. It's an amazing machine."

GERRY BRADY
(PERFORMANCETEK)

"This will bring the Type R world fully up-to-date with current powertrain technologies such as direct fuel injection and twin variable phase camshafts all combined with a turbocharger aspiration."

SAM BORGMAN
(TORQUE DEVELOPMENTS)

"From the press we have seen the car looks great and has a lot of potential for modified parts which we will be at the forefront of as it's a European-only car... we've got a white GT spec on order!"

LUKE SEDZIKOWSKI
(TEGIWA)

"The new Type R is rewriting the FWD hot hatch rule book. Honda has always been conservative with figures but it won't be too long before we start seeing cars knocking on the door of 500bhp."

PAUL WEST
(TDI NORTH)

"The introduction of a factory-built, turbocharged VTEC engine with massive tuning potential is what attracted us to choose a Civic for our next project. That 'Ring lap time is seriously impressive!"

BEN VINER
(HEL PERFORMANCE)



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HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better.....

EXHAUSTS

MILLITEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLITEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
TEIN Superstreet coil over kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs.....(pair)	£145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA ADO8 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

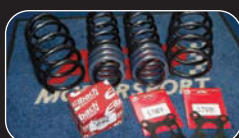
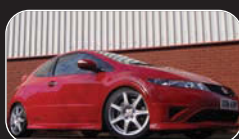
SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
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60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00

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EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

****Independent rolling road tests show an incredible increase of +228HP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!****

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SCS system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe.....	£204.00
SUPERSPRINT Stainless Steel straight through B-pipe.....	£26.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N 57i Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
IDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00
This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers.	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
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PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA ADO8 tyre (ultimate track day tyre).....	£156.00
ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!	

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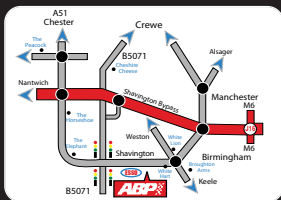
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EVO 5-9 & Impreza STi FRONT & REAR brake pad set	£118
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Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
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Subaru Impreza Inc STi (2008 on) +30BHP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +16BHP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00



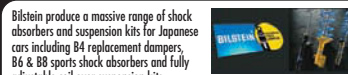
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DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
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Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
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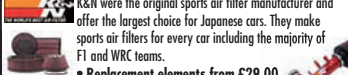
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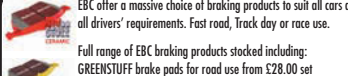


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ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

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- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
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- MOT Testing Station
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- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



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- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

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Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
Honda S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!

Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.

Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

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ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted	from £295.00
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Fully adjustable coil-over suspension kits supplied & fitted	from £820.00

Phone ABP for a price on either lowering or making your car 'Really Handle!'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

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Civic Type-R EP3 2001-2005 Cat Back	£ 461.63	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, with Cat Replacement	£ 749.19	Full System with Cat Replacement	£ 658.38	Full System with Sports Cat	£1,117.12
Accord Type-R CH1 1998-2003, Full System without Cat Replacement	£ 681.08	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Full System without Cat Replacement	£ 605.40	Full System with Cat Replacement	£ 857.66
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6		Lancer Evo X Cat Back	£ 699.10
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Full System without Downpipe	£ 514.59	NISSAN	
Civic Sport EP2 2001-2005, Cat Back	£ 446.49	Lancer Evo 4/5/6 Cat Back	£ 454.05	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
		Lancer Evo 7/8/9		350Z, Cat Back and Cat Replacements	£1,051.90
		Full System with Cat Replacement	£ 643.25	Nissan 350Z, Cat Back	£ 749.19
		Lancer Evo 7/8/9		SUBARU	
		Full System without Cat Replacement	£ 590.27	Impreza Turbo 2001-2007	
		Lancer Evo 7/8/9		Full System with Cat Replacement	£ 718.92
		Full System without Downpipe	£ 484.32	Impreza Turbo 2001-2007, 1st Cat Back	£ 491.90
		Lancer Evo 7/8/9 Cat Back	£ 416.22	Impreza WRX 08 on (Single Exit)	
				Full System with Sports Cat	£ 1,113.84
				Impreza WRX 08 on (Single Exit)	
				Full System with Cat Replacement	£ 851.76
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				Swift Sport 1.6, Cat Back (single silencer)	£ 499.20
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				TOYOTA	
				MR2 Mk1 1985-1990 Full System	£ 454.05
				MR2 Mk2 1991on (3SGE engined cars only)	
				Cat Back and Cat Replacement	£ 529.73
				MR2 Mk2 1991on, Cat Back	£ 446.49
				Celica GT4 ST165/185 1989-1993 Cat Back	£ 544.86
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INCH OR A MILE

There may have been no (rising) sun this year but our annual visit to Crail was still a blast!

Words and Photos: Steve McCann

We've been going to Crail for many years now and thankfully this has resulted in a well-established show that we can rely on, even when the weather tries to interfere. Yes, it may have been a bit of a damp start to the day but it didn't stop the Scots flocking to the North East Coast to indulge in some Japanese-based bedlam, creating a fantastic atmosphere.

They were all rewarded as it soon dried out, allowing for the drag strip cars to get the

rubber down and start putting in some decent times. As usual there was a quarter-mile track, a drift oval and a show area sandwiched in between. However, a new feature for 2015 was a system to record eighth-of-a-mile times, too, opening up a whole new category to fight for on the strip. Even while it was wet, cars were blasting up the runway, taking advantage of the fantastic price of £15 for a whole day of unlimited runs. At the drift area it was a similar story, the early morning puddles seemed to make for more fun. Thankfully for the show cars it dried up

nicely in the afternoon, allowing them to get the polish out and battle for the trophies. We were lucky to find some brilliant cars both on and off the strip with an interesting mix of old meets new, standard and modified and not forgetting some crazy stuff, too. Towards the end of the day we had shoot-outs on the strip followed by the awards, all presented by Crail's PR girls Teeny and Lei. With all the action, the day seemed to pass really quickly and it was all over for another year. If you fancy a road trip we recommend you give it a try in 2016 🍁





BEST DRIFTER AWARD

William Beadie Nissan Fairlady Z31

William impressed with his Z31. He bought this 2.0 Turbo V6 Fairlady import as a standard model and it's now a work in progress.



CRAIL CHOICE AWARD

Leanne Spiers Nissan Cube

Well done to Leanne for daring to be so different with the bold graffiti graphics all over half her Cube! A big risk but it paid off with a well-deserved trophy!



BEST MODIFIED AWARD

James Johnson Subaru STI

This STI has been owned from new by James and has been developed over the years resulting in a well-balanced mix of style and performance. It came with the Prodrive Performance Pack but now puts out 507bhp thanks to 1000cc injectors, a bigger turbo, new intercooler and larger intakes. The styling is bang on the money, too, with big ABW arches, XXR rims and the carbon bonnet adding some aggression. A worthy winner!





BEST OVERALL AWARD

RA Motorsport Toyota GT86

The RA Motorsport-built GT86 ticks all the boxes and so won the 'Best Overall' award!



SHOW 'N' SHINE AWARD

Donald Walker Mazda MX-5

Donald is no stranger to us as we previously featured his amazing R33. This is his other car, a lovely little MX-5 with loads of subtle touches as well as being kept in absolutely mint condition. He's got shiny bits everywhere but the main mods are the Mazda bodykit, Rota rims, Bride seats, rear roll bar, Luke harnesses, stainless manifold and exhaust, Gaz Gold coilovers and those viper stripes that suit it so well. Top job!



BEST RETRO AWARD

Mike Jones Datsun 240Z

This stunning Datsun is an ongoing project for Mike and as we go to print he's fitting a 1JZ lump. We can't wait to see it when it's done!



| Banzai Crail Thrash |



FASTEST OVERALL AND AWD

Mike Mahoney Mitsubishi Evo

It was great to see Mike back up at Crail with his monster of an Evo. He took top spot with a 10.25sec run at 138mph with low boost! He was so close to breaking into the nines but had a problem on his last run with the boost cranked up. Maybe next time!



FASTEST FWD

Lee Walker Honda Civic Type R

Lee is a regular Crail winner and knows how to tackle this quarter-mile in his mighty Civic. The engine has been heavily worked and runs a GTX42 turbo, kicking out 619bhp at the wheels! He won the FWD category with a 12.25sec pass at 128mph.



FASTEST RWD

Mick Caldwell R33 Skyline

Mick has been trying to win this event for some time but came second over the past few years! Finally, he won the RWD shootout with a time of 13.86secs at 110.6mph.

BEST CLUB STAND

Clan Japan

Worthy mentions go to the Scottish Starlets, the Scottish Subaru Owners' Club, and Club VTEC but the trophy went to Clan Japan for the display, the variety of cars, the atmosphere and their top BBQ! Well done to all for the displays!



Davie Scott Civic 1.4GL

This little Civic caught our eye thanks to the fine work of Davie who has rebuilt the car over the past five years. Subtle grey on the outside but the interior is stripped with a lairy gold paint job, a set of Recaro buckets, Takata harnesses and some carbon bits. A B16 now lives under the bonnet and sits on Tein coilovers. Nice!



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HIGH R

Daniel Coleman had been yearning for a Datsun 510 since he was a teenager. So when the time came that he was able to buy one, he did so – and he made it awesome. But then some mice ate it...

Words: Daniel Bevis Photos: Brodie Butler

ROLLER



| Datsun 1600 (510) |

Evolution is an interesting thing. While certain species have manifested their ultimate versions in a fairly uniform way across the globe – human beings, cats, mosquitos, things that are basically the same wherever you go – there are quirks that occur when ecosystems exist in relative isolation. Look at the Galapagos Islands, with all the freaky stuff that's going on there. And Australia – while being a fairly vast place in itself – is all alone down there in the ocean, and it's renowned for its peculiar flora and faunae that have developed in the loneliness of the trade winds.

Take the stromatolite, for example. These little marvels – living rocks, almost – are known to few, but key to all. They were abundant in the Precambrian period (about 4,500,000,000 years ago) and constitute the majority of recorded fossils for the first 3.5

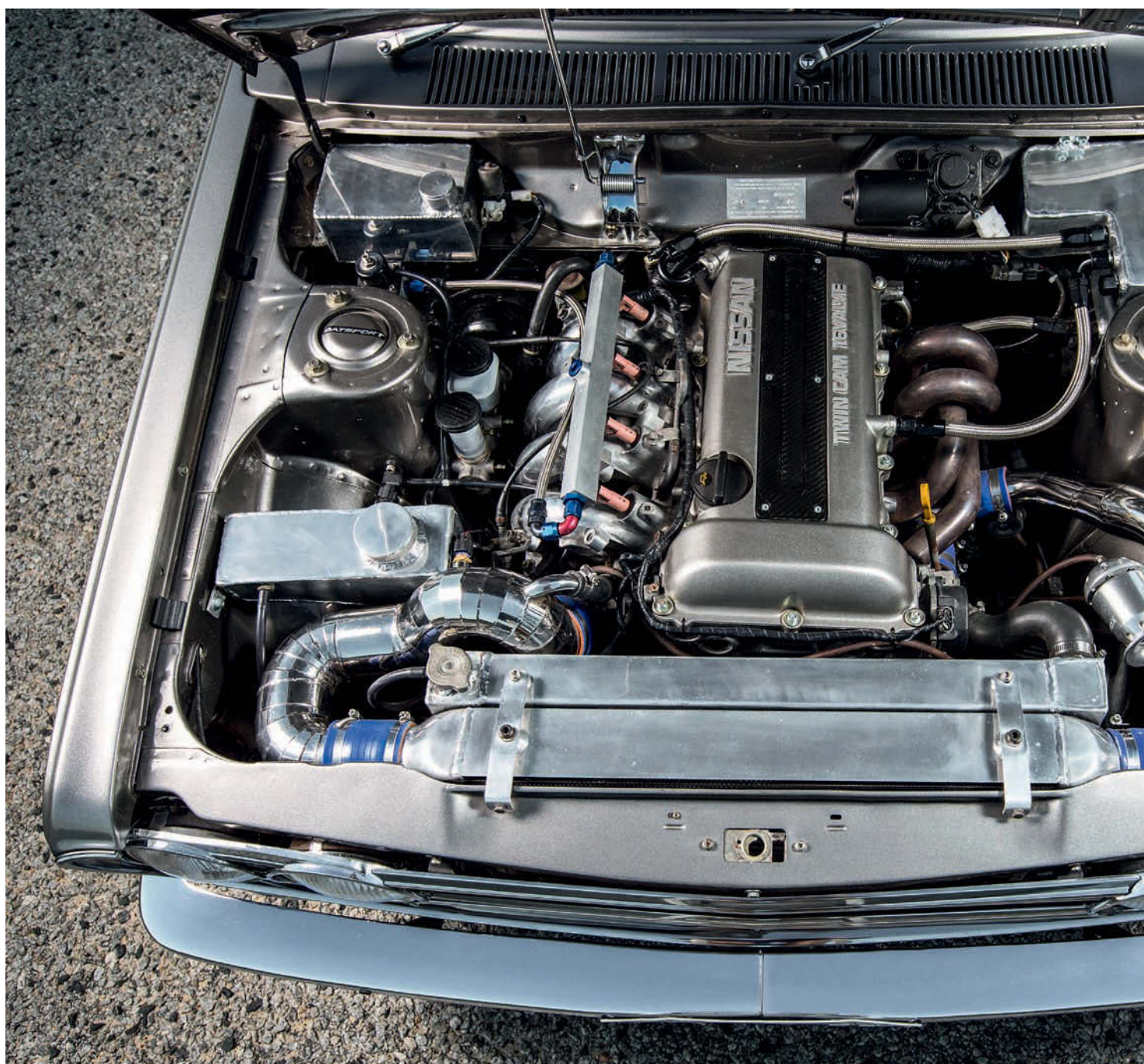
billion years of life on Earth. Although they themselves reproduce asexually, they were instrumental in getting the environment ready for multi-celled eukaryotic organisms. What this basically means is that if it wasn't for stromatolites, none of us would be here. Incredibly, you can still see living examples in Shark Bay, Western Australia – if you're in the area, pop by and say thank you. It really is quite weird that they still exist.

What does this all have to do with the glimmering Datsun you see before you? Well, it's the product of a fairly quirky evolutionary path. Modified Australian cars have a unique and immediately identifiable aesthetic that's unmistakable alongside European or American counterparts. I know some of you will be thinking: 'The wheels are too big. You can't put 18s on a little 1970s saloon. Why isn't it lower?' Ah, but you're coming from an alternative contextual background, your

sense of perspective is very different. What you're seeing here is, in effect, the ultimate evolution of Australian modifying culture.

"I loved the shape of Datsun 1600s when I was a kid," says owner Daniel Coleman, "and was hooked after my first ride in a mate's Datto as a teenager." You can pretty much hear him saying it, can't you? 'Datto' is such an endearing Australianism. "The handling and power delivery was exceptional. I was racing go-karts at the time, and the Datto felt like the next best thing."

Fast-forward to Daniel's early 20s, and he found himself in a position to put his name on the title of his very own 510. "It had an okay body and interior for its age," he recalls. "It had been crashed, though, and was missing one front wing and the front bumper. But the key selling point for me was that it had an SR20 engine and full Datsport conversion kit, brakes and suspension, which is why I



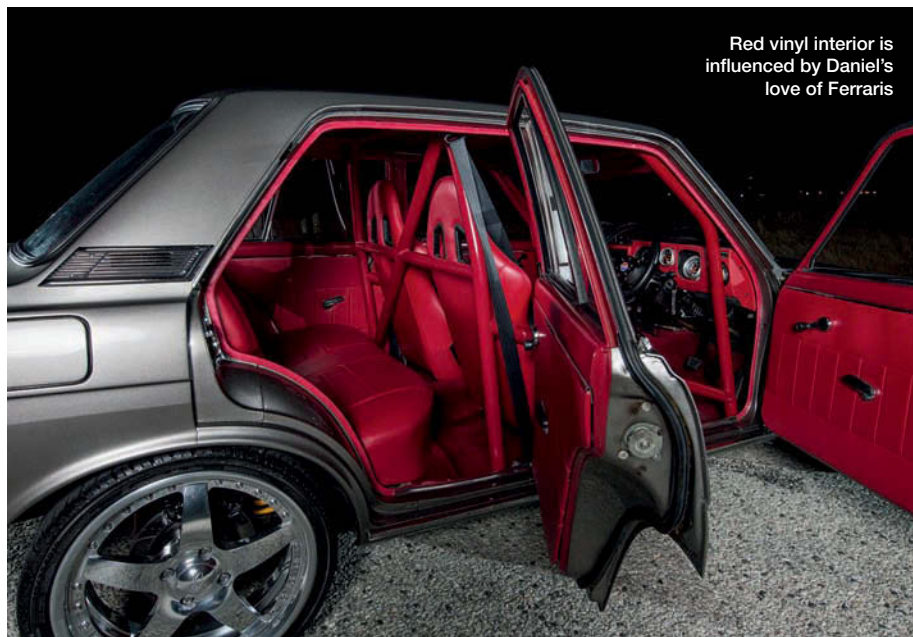
bought it!" Well, yes, you can see why that would be a pretty big deal. The turbocharged iteration of that particular family of engines, the fabled SR20DET, is a lively thing even in stock tune; furthermore, it's enough to raise the hairs on the back of your neck when it's in its natural environment of a 200SX or what-have-you... in a 40-year-old Datsun that weighs about as much as a small sack of potatoes, there's much scope for entertainment and mischief there.

However, this isn't just one of those stories of a person buying another's finished project. Not that there's anything wrong with that, we all have a different approach, but Daniel was always going to be using this as a base for a project rather than a *fait accompli*. "I've owned it for nine years now," he says, "and getting it this way has taken the last seven..."

As that reasonably simple mathematics suggests, Daniel used the car as his daily



| Datsun 1600 (510) |



Red vinyl interior is influenced by Daniel's love of Ferraris

Performance: 300bhp at the wheels

Engine: SR20DET 2.0-litre twin-cam turbo tuned by All Star Garage, Garrett GT28RS turbo, Holley fuel pump and regulator, 800cc injectors, custom fuel rail with braided Earls fuel lines, APEXi Power FC D Jetto ECU, E-Boost 2 boost controller, stainless steel exhaust with Magnaflow silencers, Monza blow-off valve, K&N induction, custom aluminium radiator, custom intercooler, Datsport crossmember and SR20 conversion kit

Transmission: SR20 gearbox with B&M short-shifter, Exedy clutch and pressure plate, lightened flywheel, Wolf Creek Racing USA CV joints, Nissan R200 LSD, 3.9 final drive

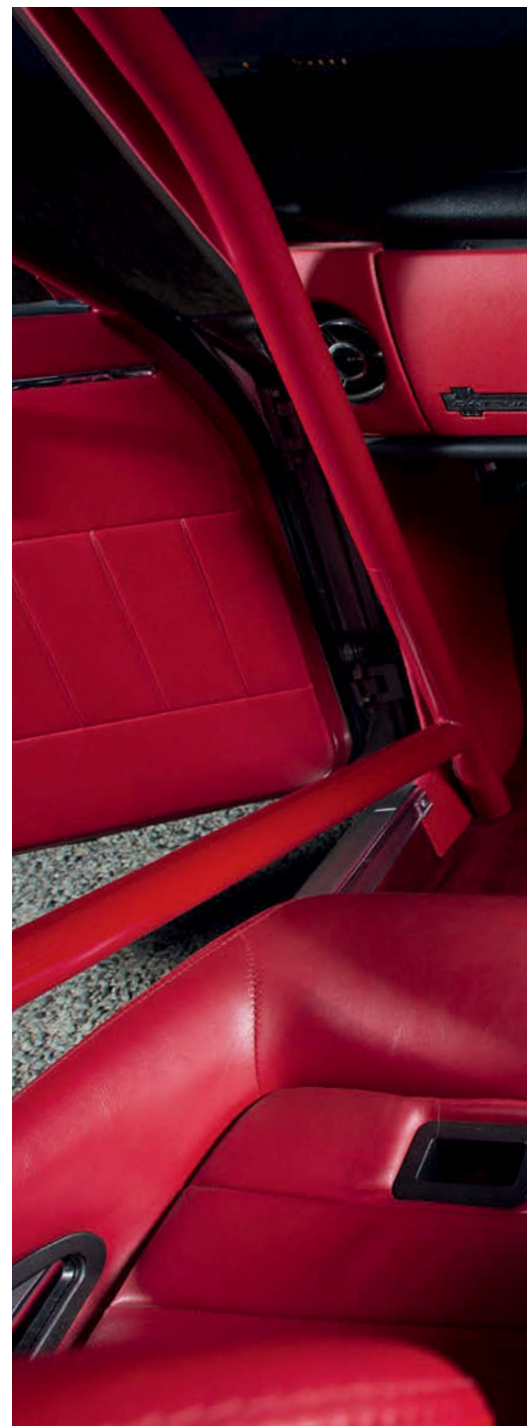
Chassis: 18" Intro Sleek Spoke billet wheels with

215/35 tyres, KYB front coilovers, Koni rear shocks with King springs, Noletthane bushes, R32 Skyline front calipers with 280mm discs and Endless pads, R32 Skyline calipers with R31 discs and Endless pads

Exterior: Fully restored shell, bare-metal respray in Steel grey

Interior: Cobra buckets, stock rear seats, doorcards and headlining all trimmed in red vinyl; Saas steering wheel, Autometer gauges (volts, oil, water, fuel, tach, speedo)

Contacts/thanks: Cronic Customs – Adam and Cara (rust repairs, cage, wheels, finishing touches), Brett McConnell (rare parts and many hours working on it), Datsport – Baz and Tracy (advice and parts)



driver in largely as-bought form for a couple of years, rekindling those halcyon aspirations of his fledgling years and enjoying the fact that he had a badass 510 to complement his happy-go-lucky lifestyle. But inevitably, of course, the itch to modify started to creep into his fingertips. It happens to us all, doesn't it? That's why you're reading this magazine, you know how the game is played.

"I'd replaced the missing front wing, which was donated by my mate Brett McConnell," Daniel recalls. "Brett has two 1600s; he is a 1600 nut and gave me some impossible-to-find parts along the way. I got brand-new genuine Nissan bumpers from Datsport, and had the car looking how I wanted it at the time. But when some rust started coming through, I made the call to do the rebuild..." These last words hang heavy in the air with the gravitas they deserve, as they mark the beginning of something significant, something



altogether more involved than anything Daniel and his Datsun had experienced together thus far.

"I stripped the car in my carport at home, and put all the parts into boxes," he says, relishing the memory as it clearly pinpoints a sea change in his Datto outlook. "From there I hired car trailers numerous times to get the body soda blasted, before the various works were undertaken by Cronic Customs, the painters, the upholsterers and so on. After the car was stripped and blasted back to bare metal it went to Cronic Customs for the rust repairs; the rot didn't appear too bad until they began the repairs, when we discovered that the inside skins of the panels were very rusty – there was twice as much work in it than I first thought! The outside skins had to be removed to repair the internal ones. But Cronic just knuckled down and got it done; it also completed the cage and got my billet

wheels, and it went from there to Ben Poutney at BBK Panel & Paint."

The paint colour that Daniel's gone for is a very matter-of-factly named shade called Steel grey. Having discussed the various options with the aforementioned Ben and looking over countless samples and swatches, this was the colour that fulfilled that childhood dream most appropriately and succinctly. This was all slathered over a base that was, by all accounts, almost unbelievably fresh; the panel work undertaken by Cronic was more than mere 'rust repairs', with all the ambiguity that carries – the amount of work it put into the inner skins of the doors, something that nobody would even see, was apparently mind-blowing in itself. As for the rest of the body, well let's just say that it's better than Datsun itself ever managed.

"After the car was painted I started to put it back together," says Daniel. "I still only had a

carport at home, and soon realised that trying to put the car back together out in the open sucked! So the Datto and all the parts got moved to a garage at a mate's shared house. I also sent plans to the shire to get approval to build a garage at my house." How's that for forethought? "I did as much as I could at the share-house garage, with my mate Brett helping me to get some big items done like putting the motor in – but there were too many drunkards around that area on the weekends when I was working on the car, so I made the call to move the car again! Another mate, Ben Tompson, generously allowed me to move the car into his shed, and during this time the car also went to JC Trimming to have the upholstery done. I chose red as the colour for the interior after seeing the combination on a Ferrari."

Well, as influences go, you can't really knock the quality of Maranello, can you? And

“I loved the shape of Datsun 1600s when I was a kid and was hooked after my first ride in a mate’s Datto”



this Italianate influence combines to imbue the interior with an oh-so Australian shoutiness, the lipstick-red vinyl coating basically everything you can see – the Cobra buckets up front, the stock rear seats, the doorcards, the headlining, the dash... it's a bold and aggressive choice, and it must be an eye-opener to sit in there in the morning when the toothpaste's still fresh. It's as bright as a crime scene and just as jarring on the sensibilities.

The trimming wasn't all plain sailing though, the Datsun made Daniel work for his love. "Unfortunately the car ended up being upholstered three times," he grimaces. "The first time the colour ended up looking pink instead of red; the second time the colour was sweet so I went ahead and fitted the windows, but after that some mice got into the car and ate the new roof lining, leaving holes and mouse droppings everywhere! So eventually I

built my garage and got the car home. I had run out of funds – and motivation – after the mice so the car sat for a while. But eventually it went back to Cronic Customs for finishing touches, including being retrimmed again by Northside Motor Trimming." Phew. What an adventure, eh? It's great to hear a happy ending, but you can probably relate to the disheartenment of having things come undone just when you think it's going well.

Still, it's all working out now, and these outrageous aesthetic treatments are beautifully complementing the sturdy mechanicals. What's the spec there? Why, it's a good thing you asked... we're looking at an SR20DET on stock internals, but artfully tweaked with bolt-ons to give 300bhp at the wheels running 10lb of boost; there's an uprated fuelling system, custom management, a proper JDM rasp from the Magnaflow silencers, and an LSD out back to keep it all in

check. Brakes come from an R32 Skyline, and KYB coilovers at the leading end with trailing Konis ensure that everything's planted.

All good then, yeah? Finished up and ready to roll? "Well, it is my daily driver," Daniel grins, "but these things are never finished, are they? I'm planning on throwing a whole lot more boost in there, plus some more appropriate wheels for the track. I'll be taking it to drags as well as sprint events, so it needs to be versatile." Honestly, if a stromatolite caught wind of this Datsun, it wouldn't know what to make of it. They may have both evolved in the relative isolation of an island continent, but one has certainly moved faster than the other – in more ways than one. And if you're judging this Datsun for sitting weird or being over-wheeled... well, wait until you pull up alongside Daniel at the lights. He's living out his dream. The raised eyebrows really don't bother him 🍷



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We all have guilty pleasures. These can include songs, films or TV shows we secretly love or even cars that we admire from afar but never admit to. Why are they called guilty pleasures? Well, it's because we either feel bad or just massively embarrassed about liking the thing in question. When you really think about it, it's just peer pressure, that rocky issue we thought we left in the school playground.

"I think people just get bullied into keeping or modifying their car a certain way," Nathan Howell, owner of this stand-out Impreza explained. "It's one of the reasons I've never really been one for forums. People are really quick to tell you what you can and can't do to particular models. Everyone has opinions though, I suppose." There are certainly arguments to be made both ways. The benefits of being part of a model specific club with like-minded enthusiasts are clear for all to see. When it comes to technical expertise,

for example, forums can save you a lot of money if you're trying to select the perfect tuning enhancement or simply attempting to rectify a fault. But it is true what Nathan says. Often owners steer clear of certain aftermarket parts or modifying or styling directions in fear of being berated by disapproving fellow owners.

Nathan has always been a little left field with his projects, but it's always been the Japanese way doing things that's been his preferred outlook, even when the car he's



FOUR ON THE FLOOR

Breaking the rules, and therefore convention, is Nathan Howell's boxer-scraping Impreza WRX. It's a build that will certainly divide opinions...

Words: Andy Basoo Photos: Stephen Hall

been fettling hasn't even been Japanese! Take his first car, for example: a 6N VW Polo. By the time Nathan had finished with it and it'd been magazine featured, it was running Jap-style wheels in the form of Rota Zeros and even had a Jap-spec bootlid with a square rear plate. The Polo was painted white with red seats. Remind you of anything? "It was my pretend Honda!" he jokes.

Next came a Mk1 MX-5 which he absolutely loved. Nathan soon put his stamp on it with coilovers and wide wheels before

moving onto a DC2 Integra Type R. "That was the one," he recalled. "That was an amazing car and I have big regrets about getting rid of it. I basically had a hissy fit and sold it because it kept breaking. It was all my fault, though, because I was running it really low on HSD coilovers and BBS RS splits and it kept breaking driveshafts."

He then moved onto a RenaultSport Megane 225, a car that he really fell for. "In terms of its chassis and handling it was spot-on," he continued. "Perhaps not as precise as

the DC2 but it was so good and so much fun to drive that I didn't want to modify it! My dad loved it, too, and had his eye on it so after I'd had my fun in it I started looking for a new project and couldn't believe how cheap Bug-eye Imprezas were! This one only cost me £2500 so it was a no-brainer really."

In terms of raw performance and tuning potential, there's really not a lot on the market that can match this era of Imprezas at that price point. Now Nathan isn't your typical ultra-enthusiastic Subaru owner. In fact, he

| GD8 Subaru Impreza WRX |



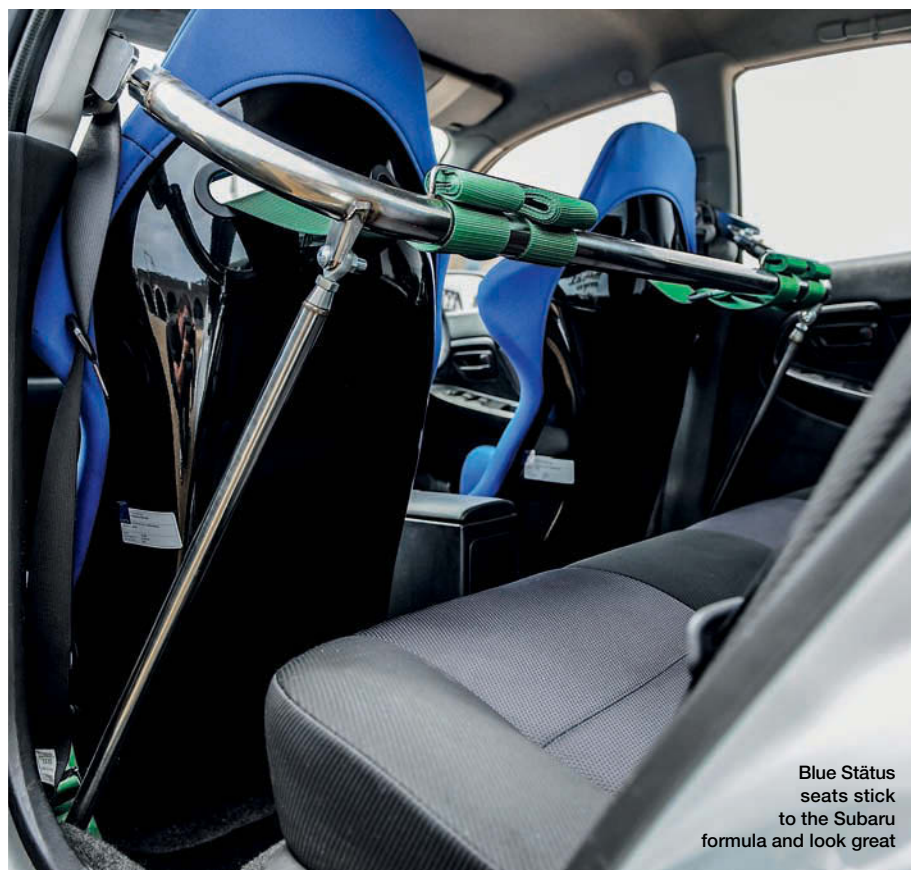
even told us he hated the iconic boxer burble before buying this example. That's obviously all changed now though...

"I wanted to create a car that I'd seen on Instagram," he let on. "I really liked the style of some of the US builds and no one was really doing that here in the UK. This car I actually bought off a policeman in 2013. He told me not to muck about with it, but I went on holiday a week later and by the time I got back, the HSD coilovers had arrived and the surfboard rear spoiler had been removed at the bodyshop!"

Nope, Nathan wasn't hanging about. He'd clearly got itchy feet driving a standard Renault around for so long. Stage one was a static drop on mighty-fine 9.5x18" Work Emotion Kiwami wheels. A pair of red Recaro Pole Positions found their way into the cabin, along with a Tegiwa harness bar and Takata harnesses, but we'll get to all of that shortly.

Along his car tuning journey, Nathan had stumbled across a group of individuals with similar non-conformist mentalities. The Rollhard crew was formed in 2010. What's eye-opening is the diversity of cars driven by those involved. Whether it be a R35 GT-R or a Mk2 Golf, a Toyota Cressida or an E36 BMW, anything and everything is accepted and appreciated. Sure, everyone has their own opinions, particularly when it comes to styling but, in general, everyone is left to fettle their own vehicles the way they want with suggestions sometimes offered instead of criticisms.

"A number of my mates from Rollhard were running air suspension," Nathan continued. "It's never been something I'd considered before but I was starting to damage the wheels and arches running the car so low, so I started looking into it for practicality's sake." Like most of us, Nathan was on a budget and with the Air Lift Performance kit he was

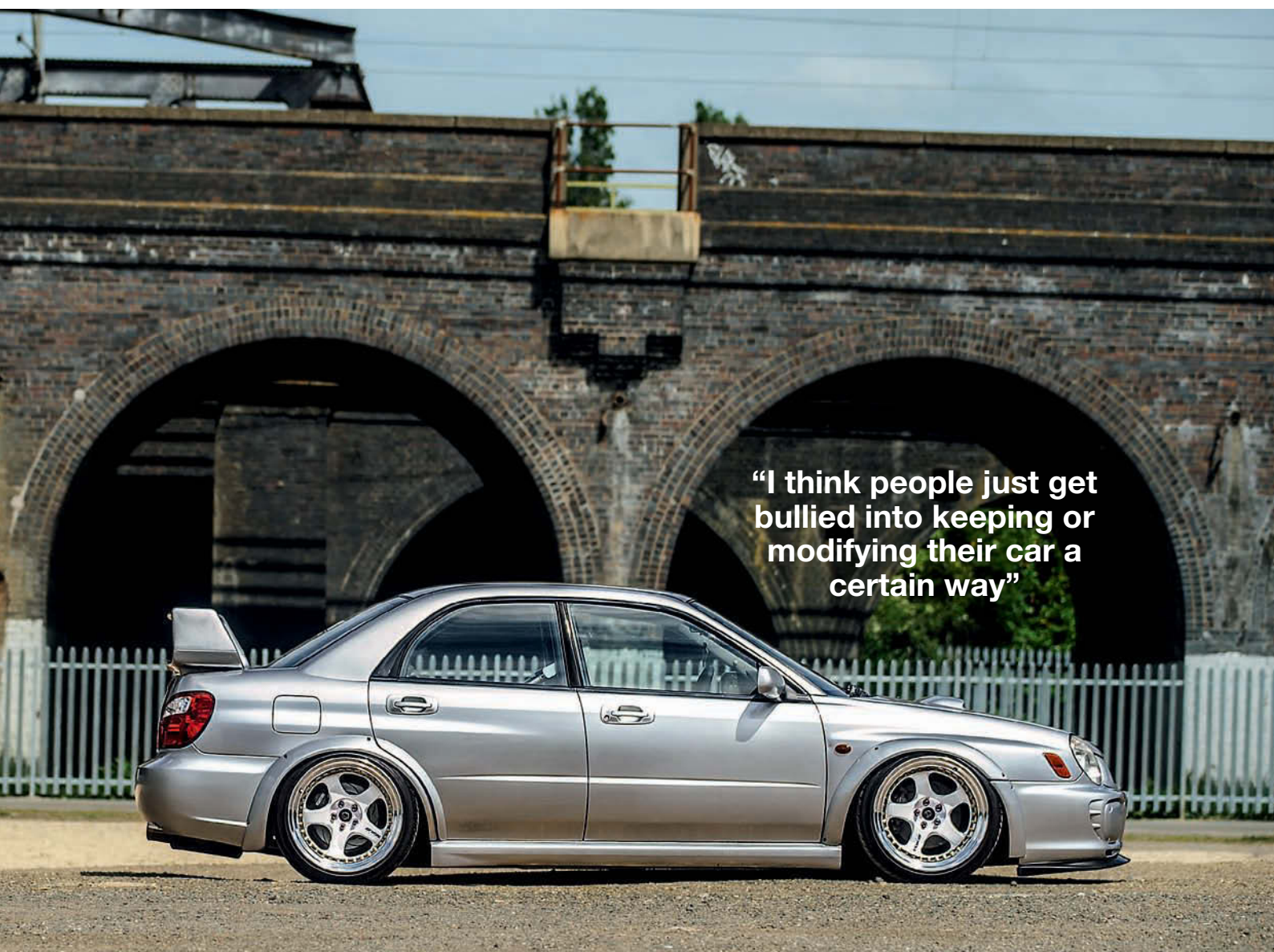


Blue Status seats stick to the Subaru formula and look great

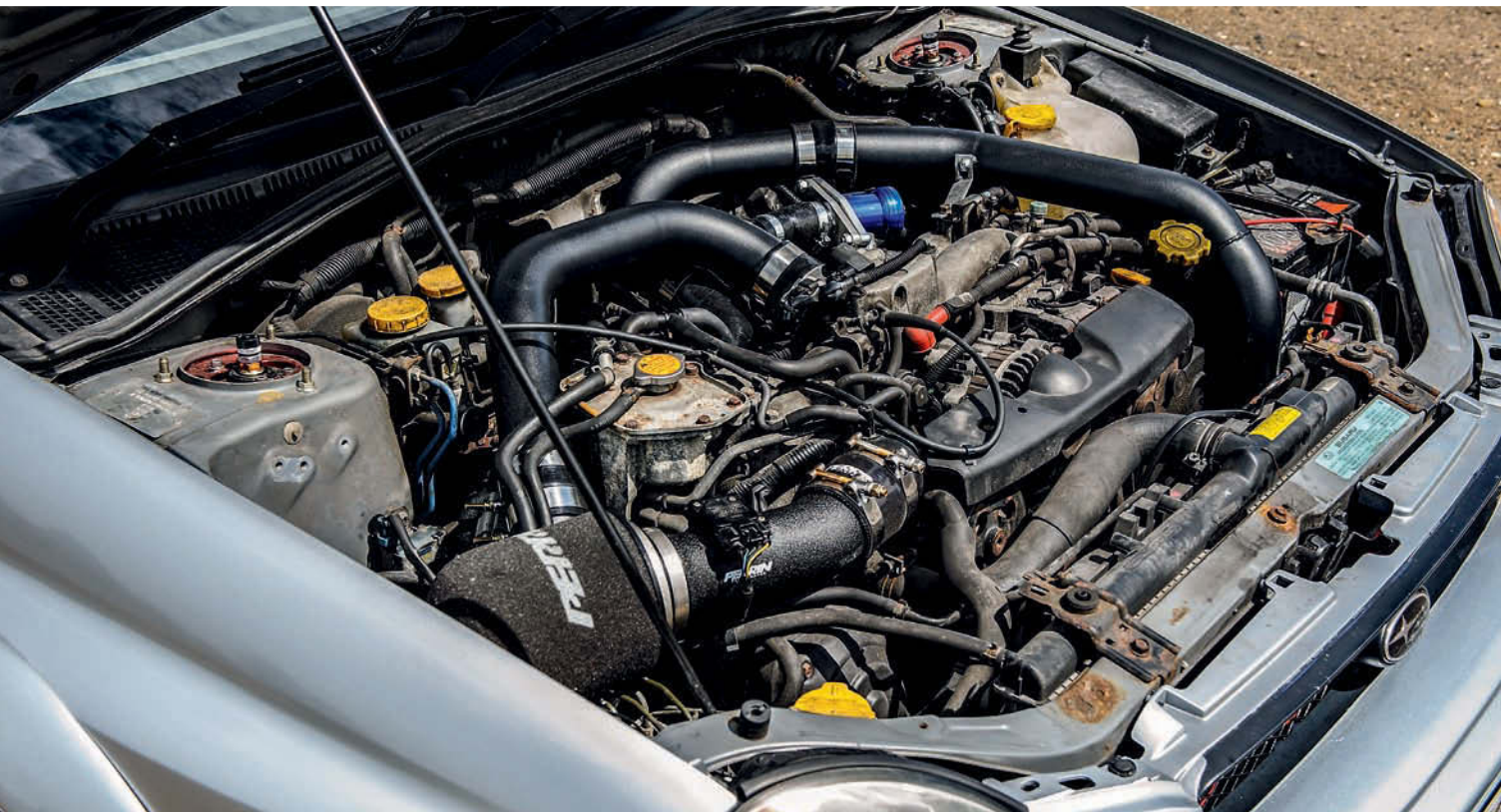




Nathan was never after a flashy boot install, opting for a simple, practical look



"I think people just get bullied into keeping or modifying their car a certain way"



Rear arches are two-piece and take a whole lot of skill to fit correctly

eyeing up coming in at about the same price he paid for the car, he had a big decision to make. "I was looking at investing under the bonnet, too, but I didn't have the money to do both," he confessed. "I'd already fitted a full 3" de-cat exhaust system and a GFB recirculating valve to get the Impreza to make all the right noises. Noises I never really liked before if I'm honest, but they're kind of infectious! Anyway, I made my mind up that I'd take the car to be mapped and if the engine was strong and producing good power, I'd spend the money making it faster. If the power figure was pretty lame, I wouldn't bother and I'd spend the money on the air suspension instead."

Nathan took his WRX to Area 52 Autosport for the dyno tune. He was looking for a figure in excess of 260bhp, but when the boxer returned an uninspiring 250bhp, the choice was made and the Air Lift kit ordered from Car Audio Security. The main reason given for the disappointing power output was a tired turbo, so nothing terminal. Nathan just wasn't prepared to shell out on a replacement at this stage.

Bravely, he then opted to fit the kit himself, along with the help of a mate. They

systematically tackled the conversion over the course of a week on his mate's driveway. First up was planning where to run the air lines. Thankfully, the Subaru is extremely accommodating in this department with plenty of room in the existing routes. Installing the lines and electrics discreetly wasn't going to be a problem. So the pair started pulling apart the panels, at which point Nathan stepped away and left his mate to crack on with the electrics. "My mate has got a lot of experience with audio installs," he explained. "It was right up his street so I got out of the way and left him to it!"

Nathan then took it upon himself to fit the front struts. "It's just like fitting a set of coilovers so anyone can do it really," he stated. "We got the fronts tested and working first and then moved onto the rears. It seemed like the logical way to do it. It means you can test the system as you go along."

As stated earlier, Nathan's reason for buying the Air Lift setup was practicality and not simply for show. As such, he wasn't fussed about building a bling boot install. Instead, he wanted something simple and functional. The spare wheel has been sacrificed though. The off-the-shelf kit comes



Fresh from Japan, the 11-inch-wide Work splits are a sight to behold





"I really liked the style of some of the US builds and no one was really doing that here in the UK"

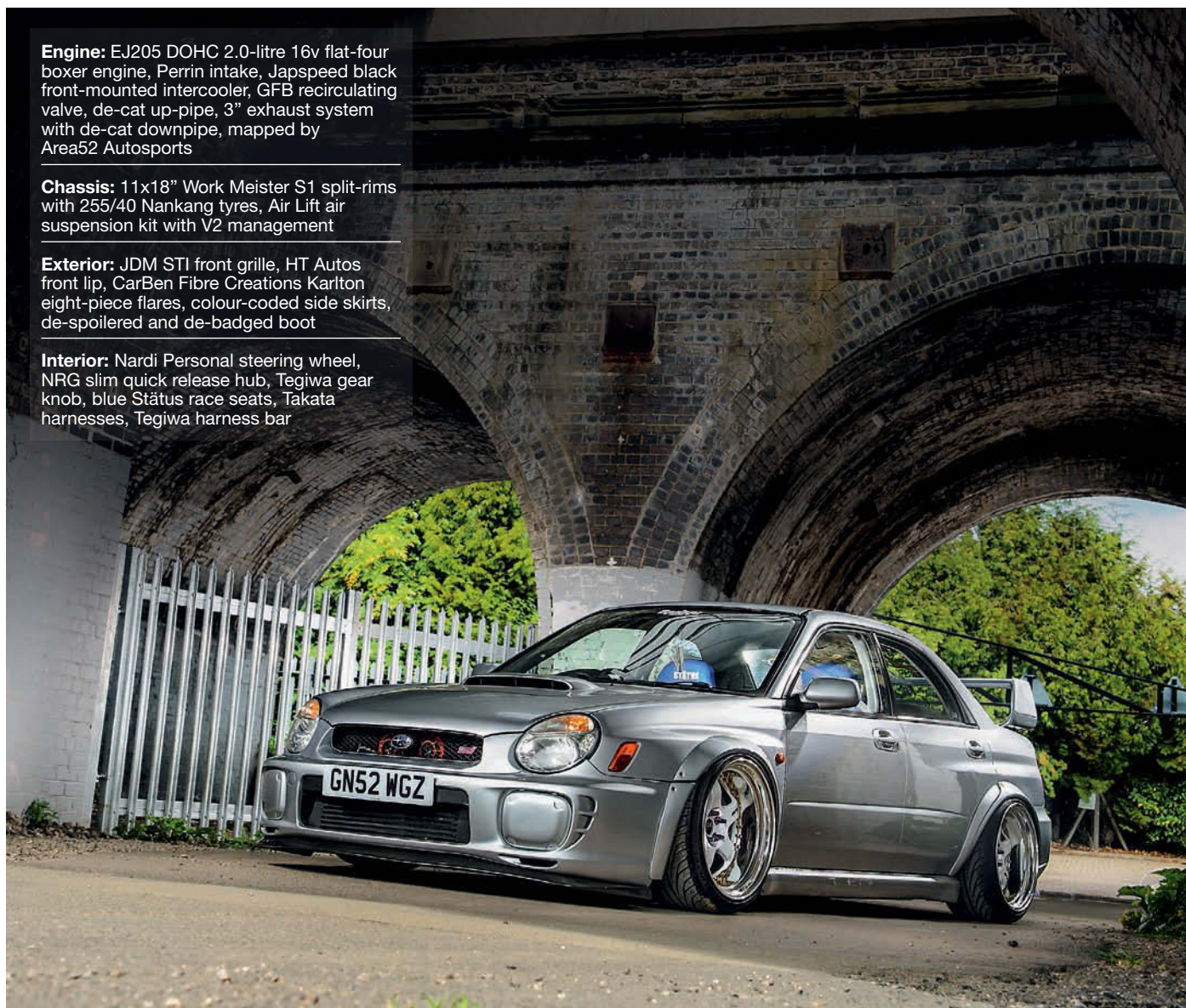


Engine: EJ205 DOHC 2.0-litre 16v flat-four boxer engine, Perrin intake, Japspeed black front-mounted intercooler, GFB recirculating valve, de-cat up-pipe, 3" exhaust system with de-cat downpipe, mapped by Area52 Autosports

Chassis: 11x18" Work Meister S1 split-rims with 255/40 Nankang tyres, Air Lift air suspension kit with V2 management

Exterior: JDM STI front grille, HT Autos front lip, CarBen Fibre Creations Karlton eight-piece flares, colour-coded side skirts, de-spoilered and de-badged boot

Interior: Nardi Personal steering wheel, NRG slim quick release hub, Tegiwa gear knob, blue Stäus race seats, Takata harnesses, Tegiwa harness bar



complete with V2 management, which allows for eight adjustable presets. Nathan uses just three of these: one for parking; one for regular driving; and one for hooning about!

Now, air suspension is wasted without perfect wheel fitment. Nathan clearly did his homework because to say he's nailed it would be somewhat of an understatement. "There was a Hawk-eye in the States that I'd been following," he continued. "It was running the same arches as mine so I copied his wheel sizes and offsets. It's cheating a little, I know, but when you're spending so much money on wheels, suspension and bodywork, you've just got to get it right."

The arches are from a small company named CarBen Fibre Creations. For those interested in a similar look for their own Impreza, they're called 'Karlton flares' and are designed for the wide-track Blob-eye. It means that, like Nathan, if you're fitting them to a Bug-eye you're going to need a Blob-eye rear bumper and rear light clusters to get the rears to fit. Thankfully, Nathan has another mate who's a panel beater. Naturally, he was charged with fitting the arches, which in reality is a specialist job.

Each corner is made up of two pieces. The rears require you to cut back just under two inches of arch metal, which takes you into the rear doors, hence the reason they're two

pieces. Getting them lined-up perfectly is really fiddly. It's a similar story up front as the Blob-eye and Bug-eye front bumpers are different shapes. The bumper spats therefore require their front edges to be cut off and new fibreglass ones shaped. In total, the car was away for six weeks having the arches perfected. Only when Nathan's mate was happy with the shut lines did he get them painted and fitted up. That leaves just one final part of the fitment puzzle to consider...

With the Sterling/Yen exchange rate now at a much more UK-friendly level, we're beginning to see a big and welcome increase in genuine Japanese aftermarket parts finding their way onto UK cars. Nathan ordered his genuine Work Meister S1 three-piece split-rims from Driftworks. "Literally a week after mine arrived, Driftworks started doing finance on Works wheels," he moaned. "Talk about bad timing!" The 11x18" Works with their 255/40 Nankang rubber are an inspired choice, though. Is there anything the Meister S1s don't look good on? We can't think of anything.

Also worthy of note are the seats. We mentioned earlier that Nathan originally purchased a set of red Recaro Pole Positions for the WRX. "A mate of mine was nagging me to buy them off me," he continued. "At the same time I'd been chatting with Adam at 6TWO1 and he offered me a cracking deal on

a pair of blue Stäus race seats. The red Recaros still felt a little bit Honda. Blue seats are what you'd usually associate with top-spec Subarus so I made the switch. Amazingly, they actually feel a little bit better quality than the Recaros. They're not as comfortable on long journeys but the material feels better."

An element of the build that we've only touched on is the performance. Aftermarket additions may be minimal but they're certainly effective. A Perrin intake and Japspeed black front-mount intercooler have been added since the car was mapped. Nathan told us it feels like the air intake has sharpened throttle response a little but the intercooler has made the turbo a little laggy. The plan was to have it mapped again, but on reflection, he's decided it's time to upgrade the turbo after all. At present he's thinking either a VF35 or TD05, but he's got plenty of planning to do before making his final decision.

So while at first glance it may seem like Nathan's GD8 is simply lowered on wheels, it's interesting to see just how much is involved in executing a build like his effectively. Nathan's attention to detail, his desire to do everything properly and only fit the right parts is what makes his Imperza so special. That and his determination not to succumb to peer pressure and instead put his own stamp on an iconic model is most refreshing 🌸



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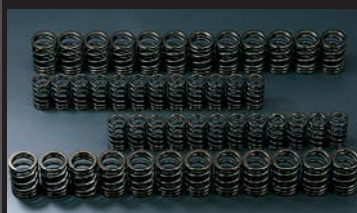
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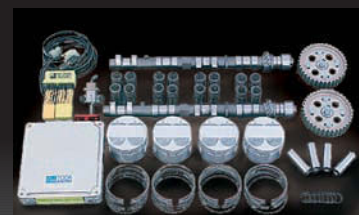
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European Finals, Poland (TBC)

Standings

1. Luke Fink (108)
2. Janis Eglite (100)
3. James Deane (89)
4. Juha Poyatalskoo (77)
5. Aleksander Kantarovski (63)
6. Leonard Kepart (62)
7. Joe Dunlop (61)
8. Dmitriy Illyuk (61)
9. Danny Grundy (60)
10. Sultan Al Qassimi (60)





HEY THERE, YOU'RE AN ALLSTAR!



The Arena Essex Raceway hosted this year's British Drift GP round of the European Drift Allstars championship, with the usual levels of drama naturally served up...

Words: Andy Basoo Photos: Wayne Taylor

It was on. It was off. It was back on again and then it was most definitely off. And then, by some miracle, it was back on at the eleventh hour. Ordinarily, such turmoil leading up to a high-profile event would result in a catastrophic, unorganised mess but somehow the Drift Allstars team seem to smash it out of the park time after time.

The series is a travelling road show that takes in many of Europe's big cities. The idea is to bring drifting to the masses and offer something a little different to the mainstream series' that take place in each country.

Last year saw the Olympic Park playing the perfect backdrop to the London event. It was a screaming success, so most concerned expected the same venue to be used in 2015. So when the Arena Essex Raceway was announced for this year's round, there were a few eyebrows raised. The organisers got in early, though, and laid down a fresh Tarmac section in the centre of

oval circuit. This was to make the layout a bit more technical and was promptly removed after the event had finished.

The Drift Allstars team also raises the profile of each round by inviting the world's top drivers to compete, which also adds a sense of excitement for enthusiasts and a real buzz for local drivers who get a chance to put their skills up against the globe's finest. This time around it was Luke Fink and Janis Eglite that were the headline acts. Fink holds celebrity status in Australia and flew over to take part in one of Low-Brain Drifters' PS13s. The Nissan is powered by a Mosler engine and sounds truly brutal. Eglite was returning from Latvia in a twin-turbo'd LS V8-powered E46. Last year Eglite claimed second spot despite experiencing an almighty engine failure. He was out for blood and the top spot this time around.

James Dean was the standout local driver in attendance. We're used to seeing him

compete on these shores in his wide-arch Falken S14A. In fact, it was Dean that was involved in the biggest, most high-profile battle of the day. He would face non other than Fink at the semi-final stage, the winner of which would progress to face Eglite in the final. Fink put in a stunning chase run in the first battle, his grey PS13 just inches away from Dean's S14A for much of the circuit. When the rolls were reversed for run two, Dean turned up the aggression levels to 11. He knew that after such a good chase by Fink, he'd have to pull out something special to make it through. Unfortunately, he pushed just a little too hard and made contact with the rear of Fink's car, straightening them both up in the process. "If you don't push hard you're going home anyway," Dean conceded.

It was over and Fink progressed to face Eglite, a driver he has utmost respect for. "He came to prominence after I left European drifting for a little bit," he explained. "I've been

| Drift Allstars – British Drift GP |



watching him drive and that guy is on-point. I really wanted to have a drive with him." His wish came true and there was little to pick between them in the final, but Fink just pipped it with his stronger lines.

As you'd imagine, Fink was in good spirits following victory. "I'm stoked," he enthused. "The car's a rocket and it's only just been put together. We've got way more speed to put into that car. James Dean was the one who actually gave it a quick five-minute wheel alignment and helped us out, because the front was all out of whack because of the big stack we had in Ireland recently." Such is the respect and banter between drivers in the drifting world that they'll even help their rivals setup their cars on race days!

There were some impressive runs put in further down the field, too, with a special mention going to Auto Extreme driver Nick Statham. Despite not qualifying well, he carried out an almighty slow motion burnout, treating the crowds to more tyre smoke than they bargained for! Next up is the Swedish Drift GP. We wonder what round two will hold? 🇸🇪



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THE FUTURE STARTS HERE

Team Japspeed's cutting-edge 370Z drift car is finally ready for action. We were on the scene with Shane Lynch and the team as the wraps came off and it was fired up for the first time...

Words: Sam Preston
Photos: Chris Wallbank





UK DRIFTING JUST GOT SERIOUS

Knockhill Racing Circuit, summer 2006. Team Japspeed principal Paul McCallum was up early in the paddock erecting the kind of gazebo you'd commonly see sitting on the patio of a small back garden, setting up base for a weekend of drifting at the Scottish leg of that year's British National Drifting Series.

The grid comprised of a selection of ten-year-old Nissans with only the frontrunners having undergone any form of significant modification to set them apart from their road car counterparts. Sponsorship was thin on the ground and mainly came from small, local businesses that have a personal affiliation with the team in question. The forefront of British drifting almost a decade ago was completely unrecognisable from how we perceive the sport today, then, with Team

Japspeed's success story perfectly illustrating the explosion that the motorsport has seen in subsequent years.

The series was relaunched as the British Drift Championship (BDC) in 2008 with a view to propel the UK scene in the successful direction many other countries across the globe had already begun heading down. Team Japspeed has been there from the very beginning and with a fleet of some of the Continent's most famous drift cars and drivers quickly under its belt, the crew was undoubtedly riding the drifting wave that began to relentlessly raise the profile of drifting right across the country.

The team's iconic white, black and orange super drifters may have excelled in the BDC for the last few years, but Paul explains to us that 2015 was finally the time to once again push things forward. "Due to the success

we've been having, we sat idle for a few years. Our old fleet is a testament to how well we've been doing but 2015 was the time to step it up once again."

It's been a long time coming but we're pleased to finally be able to showcase Team Japspeed's latest (and probably greatest) work to you in all its glory. You may have caught sight of this stunning Nissan 370Z earlier in the year at the Autosport International show or seen spy shots of it online but only recently has the car taken on its final boundary-breaking form. Read on to find out how this colossal build represents the next chapter of the Team Japspeed story; how it blows away all expectations that principal Paul ever expected; and how it caused its driver, Shane Lynch, to declare it to be the best car he'd ever piloted outright after just a handful of test runs...

CREATING A MONSTER

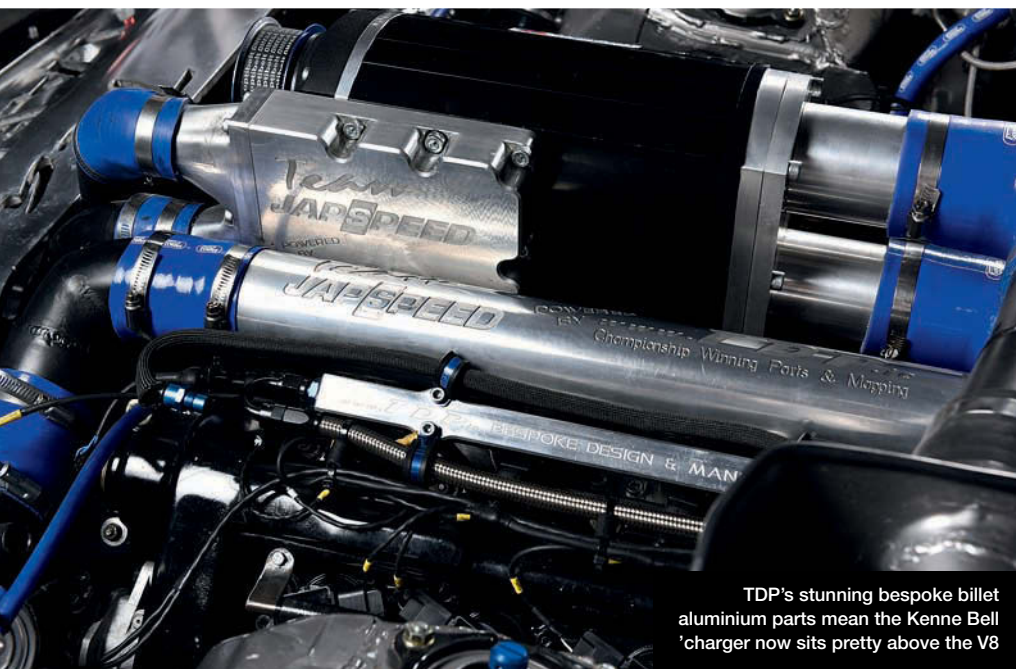
Before we get into the nitty gritty of just how this car was conceived, there's a stand-out performance figure which will hopefully help you get close to realising just how monstrous this car is without actually seeing it gunning down a track at full chat in the flesh. That figure is: 650lb ft of torque. At 1900rpm. For reference, a Mercedes C63 AMG, dubbed by many as the 'king of torque', musters up around 200lb ft less than this, and only when nearing the redline. Phew, with that now out in the open for you to digest, we can move on to how this car was constructed...

"It was between this and a Toyota GT86," Paul tells us. "The 370Z eventually clinched it after we worked out that the weight distribution would be better in this car with the V8 installed." The eight-cylinder lump in question comes from driver Shane Lynch's 2014 BDC S15 Silvia: the fairly lazy VH45DE V8 from a JDM Nissan President limo which, with a little internal work, makes a solid base for a big-power boosted build. "Plus, it keeps things in the Nissan family," adds Paul; not the only time that his dedication to the finer details shone through in the small amount of time we spent with him.

The Nissan 370Z is a car which you can still go out and buy brand-new from a showroom, and signifies the first big



Water-cut 'Team Japspeed' logo takes pride of place on the bespoke front slam panel



TDP's stunning bespoke billet aluminium parts mean the Kenne Bell 'charger now sits pretty above the V8



ATL fuelling system allows over 20 litres of petrol to be dumped into the car in under two seconds



| Z34 Nissan 370Z |

“Shane’s old car was older than his kids, so we thought it was time to get something brand-new”



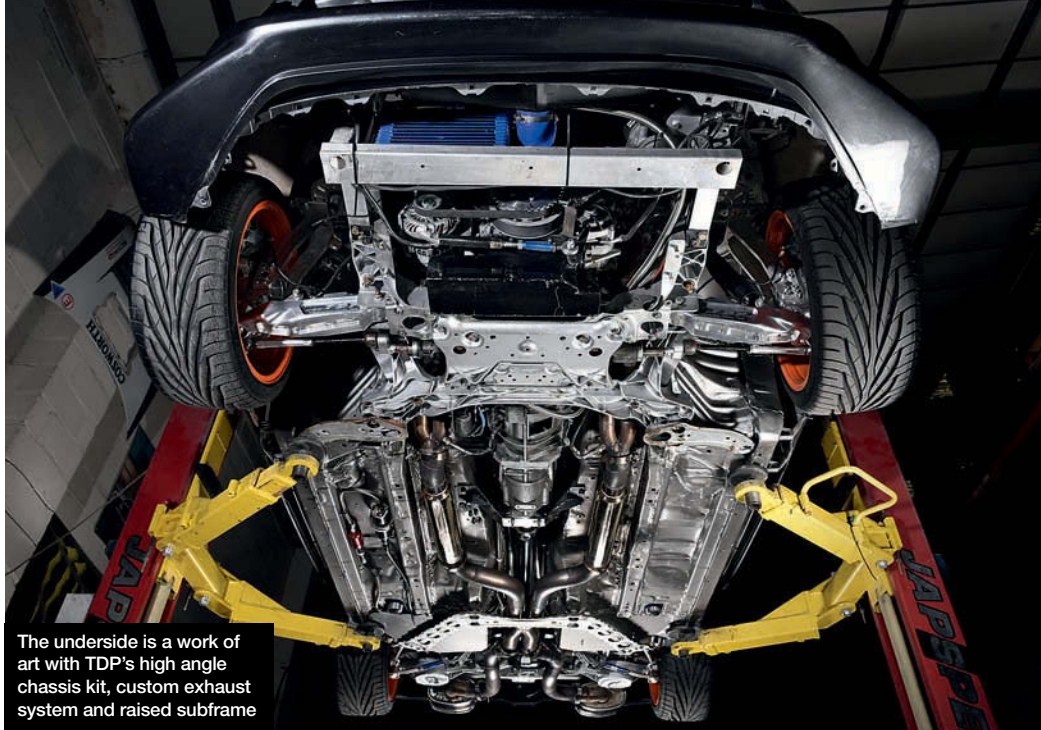
Rear-mounted radiator conversion shows just how serious this build is

difference from this car against the others in Team Japspeed's fleet. "Most cars on the BDC grid are over ten years old!" says Paul, justifying the decision to go for this car. "Shane's old car was older than his kids, so we thought it was about time to get something brand-new, like the guys out in America and Japan are doing. It not only pushes things forward but encourages Nissan and other manufacturers to be more aware of what their new models are capable of. We've seen some crazy modern cars in international drifting events, which Paul is clearly aiming to replicate on British soil.

After picking up a nearly-new 370Z road car from their local Nissan dealership (with the salesman completely oblivious to the savage transformation the coupé would go through over the coming months), Team Japspeed engineers Ant and Matt got busy ripping almost everything from the car in order to prep the shell. Whilst the acid dipping and seam welding process was being extensively undertaken, Paul employed the help of Robbie from Ireland-based TDP.ie to

once again get the engine freshened up and ready for some boost. "Although the 370Z is a big ol' car, we realised that space in the bay was actually really limited by the surprisingly narrow struts," Paul recalls. "Therefore the twin-turbo setup from before was scrapped and the idea of a top-mounted supercharger given the green light".

Robbie's first task, then, was grafting a big Kenne Bell twin-screw supercharger, designed for a Ford F-150 pick-up truck, onto the VH45 and making sure it spoke the same language as the V8 powerplant. Should be pretty easy, right? Erm... no. TDP eventually fabricated gorgeous custom mounting brackets, pulleys and intake manifolds to not only cope with the significant power anticipated, but also to fit in the tight confines of the 370Z's standard engine bay. "Once it was all done, we tested the car and couldn't stop it slipping on standard supercharger belts, so we've instead opted for a tooth belt design like the drag cars run, which we've had pretty good success with so far," Robbie says modestly.



The underside is a work of art with TDP's high angle chassis kit, custom exhaust system and raised subframe



With the shell primed and a multi-point roll-cage welded in by SW Motorsports, attention was then paid to the chassis. "There's far less off-the-shelf chassis bits available for the Z-cars when compared to S-body vehicles, and they also need a lot more work carrying out on them to make them competitive," Ant reveals. The solution was to once again harness the creative genius of Robbie from TDP, to create a full custom high-angle geometry kit for the car, comprising sumptuous billet aluminium arms all-round. Even the smallest details such as raising the solid-mounted subframe by 15mm to cope with the lower, harder ride were covered to ensure that Shane can tear up even the toughest corners at alarming angles. "It took ages to get right but I'm most proud of the chassis work we've done," Matt says. "Drifters often put in loads of power and forget about the chassis but it's actually one of the most important parts of a build. Even Shane's old S15 used to twist under the amount of power it had!" No holding back this time for Team Japspeed, then...



Comprehensive roll-cage features NASCAR-style door bars



“It’s got so much madness in it, all we’re doing now is trying to tame the beast...”



PRACTICE MAKES PERFECT

After we’d gawped at the finished product at Japspeed’s headquarters for an unhealthy amount of time, we headed up to Teesside Autodrome where Shane was due to undertake the first proper testing of the 370Z. Seeing the car in natural light brought out even more of the little details that set it apart.

With the madness that lurks in the engine bay covered up by the vented bonnet, the car surprisingly keeps the road car’s silhouette almost identically. “We wanted to keep it sleek and hide all of the crazy tech at first glance,” Paul outlines. “With drifting full of questionably fitted wide-arch kits and the like, we wanted a car which would stand out for its classiness.” The smooth lines come courtesy of lashings of Seibon carbon fibre panels, tastefully put together bumper options, and a ducktail spoiler imported over from Dubai. Although the front arches now contain the sexy ‘Reverse 7’ vents similar to those found on an R35 GT-R, the car remains the same width as a standard car. The stunning custom dark camouflaged vinyl wrap is a clear departure from Team Japspeed’s signature colour scheme, and marks the start of the next generation of drift cars for the team.

With the car fired up, it’s not the inevitable deep V8 burble that strikes you first but the





alarmingly loud whine from the supercharger. After Shane battled with the snappy Quaife sequential 'box and taxied the car onto the track, it was time to hear the beast roar.

Instantly knocking the car into a perfectly balanced slide and using the galactic power and torque to keep the car pinned exactly where he wanted it, it was clear the car was at one with the Tarmac. Not to mention the six-foot flames that were constantly exploding from the custom exhaust system...

"It's absolutely beautiful!" Shane beams from the driver's seat after a couple of laps. "It's the best car I've ever driven. The supercharger is very, very different to the turbos I'm used to but suits my driving style perfectly. I'm not the most aggressive driver, and the torque available from this setup allows me to stick it in any gear, and away it goes! It's got so much madness in it, all we're doing now is trying to tame the beast..."

As the car returns to Team Japspeed's rather more substantial paddock to that seen at Knockhill back in 2006, we witness the highly polished team work their magic to ensure Shane is back out in no time. Seeing a modified Nissan 370Z popping up on touring car-style in-built air jacks is one of life's more unusual sights, but this is no normal car. Matt

gets to work on a refuel using the ATL quick-fuelling system, which uses a vacuum mechanism to allow the car to slurp up 20 litres of fuel in under two seconds. Overkill for drifting? Not when you've got a five-minute window to service up to five cars, it isn't!

"It's already feeling so much faster," we overhear Shane telling Matt through the Lexan window. "The throttle response is really nice. In the S15, you felt the car coming away from you whereas in this you feel like you're more a part of the car, which is strange as she's a big ol' girl!" he adds, confirming that all the engineers' hard work has paid off.

Now the car is ready for battle, we ask Paul where we'll first see it make an appearance. "We're not sure whether it'll run in the BDC this year, as we'd like to start it from the beginning of the season to give it the best chance possible. We're planning to ship it over to some international events to showcase what the British drifting scene is now capable of!" Shane also tells us his plans for the car. "I'd like to hit 200mph in this car at some point. Paul and I were also discussing what a great Time Attack car it would make with a set of sticky tyres..." The world is Team Japspeed's oyster now, whichever direction it decides to take 🍷



Z34 Nissan 370Z



TECH SPEC

Performance:

650lb ft of torque @ 1900-5900rpm
650bhp (estimated on base map)

Engine: Forged Nissan VH45DE 90° 4.5-litre engine built by TDP.ie, twin-screw Kenne Bell Ford F150 supercharger with custom brackets, mounts, intake manifolds and pulleys by TDP.ie, custom exhaust manifolds, custom Japspeed baffled sump, TDP.ie fuel rails, ASNU 1200cc fuel injectors, dry break connection fuel system, ATL twin-valve fuel filling system and tank, ASNU 'Twin Screw' high-flow fuel pump, Splitfire direct injection coil packs designed for EP3 Honda Civic Type R, Raychem motorsport wiring loom by HCI Systems, dual K&N air filters, custom stainless steel exhaust system, rear-mounted Japspeed radiator, twin Kennlowe 12V electric fans for gearbox and power steering cooling, Rock Oil Carbon racing oil, MoTeC M1 ECU

Transmission: Quaife QB69G six-speed

sequential 'box, Exedy Hyper triple-plate clutch, custom Japspeed propshaft, solid-mounted R33 Nissan Skyline GT-R 4.5:1 LSD, solid-mounted rear subframe raised into the shell by 15mm

Chassis: 8.75x18" ET20 and 10.25x18" ET20 XXR 527 alloy wheels (front and rear respectively) with Maxxis MA-Z1 drift tyres, OEM 370Z 355mm vented front brake discs with OEM four-pot calipers and HEL braided lines, OEM 370Z 350mm vented rear brake discs with custom twin-caliper conversion, custom AST three-way coilovers with remote reservoirs, TDP.ie high-angle suspension setup kit comprising billet aluminium upper and lower arms, D2 Racing in-built air jacks

Exterior: Nissan 370Z road car shell stripped, acid dipped, seam welded and primer dipped, custom Japspeed wrap by Voodoo Vinyls, Plastics 4 Performance Lexan window conversion with custom rear window ducting, Amuse-style FRP

front bumper and side skirts, AMS GT Duraflex rear bumper, GV-style front lip, Seibon TS-style vented carbon fibre bonnet, Seibon OEM-style carbon fibre bootlid with ducktail spoiler, Aero Jacket 'Reverse 7' vented front wings, FIA LED rear rain light in foglight housing, external Anderson jump-starter in rear passenger side vent

Interior: Custom SW Motorsports multi-point weld-in roll-cage, side-mounted Corbeau Pro Series side-mounted carbon-kevlar bucket seats finished in custom trim with camouflaged Luke harnesses, MoTeC C127 data-logging digi-dash and JT Innovations Toucan touch-screen customisable engine management display in OEM 370Z dashboard, JT Innovations shift light, Quaife gear selection display unit, HCI Systems HP Elektronik Powerbox and switch panel, custom billet aluminium 'Lynch' handbrake lever, OMP deep-dish 350mm suede racing steering wheel, Varley Red Top battery



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Big City Life

It's not every day you get to see a group of the country's finest drifters hit the streets and tear up a section of dual carriageway, but that's exactly what the packed crowds at this year's MotoFest got.

Words and photos: Fred Wonnacott





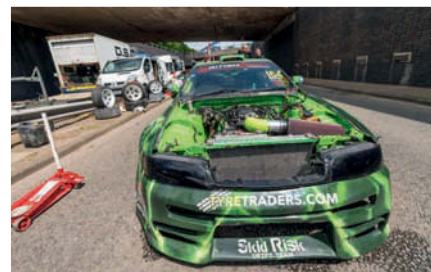
Coventry MotoFest 2015 took advantage of new laws introduced this year, which gave local authorities the power to suspend the Road Traffic Act. Councils around the country can now stage races on public roads by designating them as temporary race tracks. A 1.8-mile section of the ring road was closed off to make a sprint circuit and then some of the top drifters from all over the UK were let loose to lay down the rubber.

Kirsty 'Kerbs' Widdrington, Matt Carter and Paul Chesire from event sponsor Team Falken were joined by a strong line-up that included Driftworks' Phil Morrison, Richard Grindrod, Neil Bamford, Matt Cusens, Japspeed's Paul 'Smokey' Smith, Martin Wonnacott, Lassa Tyres' Simon Perry, Jody Fletcher and Richard McCourt, just to name a few.

The course, that included two underpass sections and ran from junction seven down to the roundabout at junction four and back, had crowds lining every walkway, bridge and viewpoint from the minute the cars fired up. Seeing (and hearing) competition cars howling out of the underpass and up the hill at junction six then sliding in to the first corner close up was defiantly a unique experience. But don't think that it was just a bit of tunnel running: the drivers were really going for it and attacking the course, getting

the fans pumped up with high speed drifting, long smoky rolling burnouts (Belinda Challis and her pink and white R32 owned the rolling burnouts through the underpass to everyone's approval), twinning through the switchbacks and team Lassa even tried a three-car doughnut train on Sunday morning.

You can't have drifting without a few thrills and spills and the biggest spill of the weekend was Phil Morrison tapping the central reservation with the back end of his DW86 sending him sliding across the road and into the underpass barriers. Even before the dust had settled rumours were flying about what actually happened. Was it oil? A wheel issue? Suspension breakage? But in the words of the man himself: "There wasn't a problem. I just ran out of talent in a car that takes no prisoners on a track where you have no room for error." After the crash Phil was fine and rushed the car back to Driftworks HQ to start repairs and get it ready for the upcoming Kings of Europe event. Team-mate, Richard Grindrod, in his E36 BMW V8 kept the Driftworks flag flying all weekend despite being plagued by a slight misfire on the custom-built LS-based engine. The only other slight moment was when Japspeed's Paul 'Smokey' Smith decided to go right though the centre of some plastic barriers. The car was fine and carried on running for the rest of the weekend without issue. Southern boys





New laws allow public roads to be used as temporary race tracks, which MotoFest took full advantage of

Martin Wonnacott and Matt Cusens travelled all the way up from Devon and Cornwall respectively and ran fast and hard all weekend despite Sunday's greasy wet conditions.

Judging by the amount of cheering and applause he received, Neil Bamford was certainly one of the crowd's favourites in his stunning sparkle blue Team Super-Drift S14A. With big angles and running his wing inches off the barriers, Neil was on it every second he was on track.

Sunday saw the first outing of Lassa Tyres' freshly built R35 GT-R. With Simon Perry behind the wheel of the new beast, he looked comfortable and in control testing out the setup on Coventry's street circuit. The car got almost as much attention in the paddock as it did on track as all the drivers and crews were looking to see just what this crazy bright pink Godzilla drift machine was made of. We all wait with bated breath for Knockhill and round two of the BDC to see how it performs in anger. MotoFest sponsor, Team Falken, ran some very smoky demos in the action area in between full sprint course sessions. Halfway

through the first day Kirsty Widdington's PS13 'Syril' made even more smoke when the clutch went, meaning she spent the rest of the weekend watching team-mates Matt Carter and Paul Chesire tear up their tyres from the sidelines. Despite that, the Falken paddock was swamped with fans wanting photos and to get up close with all three cars and drivers.

The success of Coventry MotoFest will hopefully mean more temporary race tracks will appear across the country thanks to the change in law. This should be good for motorsport in general but especially for drifting as a sport. If this happens and street-based temporary race tracks become common, it's going to allow a larger audience to see what an exiting and technical sport drifting has become. It will also give the public the chance to get up close and personal with the cars and drivers. Oh... and the fact that race cars hooning through towns with turbos on full boost and tyres screeching looks awesome is an obvious bonus too! 🌸



Above: Phil Morrison's DW86 took the full brunt of the underpass barriers



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PART 2: THE HILL

In June the BDC championship headed north of the border to Knockhill, the iconic home of Scottish motorsport, for round two of the British Drift Championship.

Words: Mark 'Sweeps' Buckle

Photos: Smoking Images, We Love Car Shows, MDB Images, Paddock 42, Coconut Media, xpics.co, Everythingdrift.com

After an extremely eventful first round at Kent's Lydden Hill circuit, the BDC roadshow headed to the opposite side of Britain, to Knockhill, Scotland, for the next leg of the action-packed series. Once again, there were some key changes to further mix up the action throughout the weekend.

Unlike previous years, gone was the use of the smaller hairpin section of the circuit for qualification for the lower class now. For the first time in the championship's history, every driver had to use 'The Hill' for qualifying and final runs.

For the Pro-Am class, practice started on Saturday morning at 9am under a threatening sky. The session thankfully remained dry, however, as the drivers honed in on the qualifying line the judges had asked for. The boundary of the track was the white lines, with drivers being marked down for

using the kerbs (for the first time, too).

Qualifying saw conditions change for the worse, though, with a light drizzle making conditions fairly treacherous. The layer of rubber laid down during practice acted like an ice skating ring with the addition of water! As the grid took to the track it was the cautious drivers who scored best as the more adventurous entrants struggled to cope with the conditions.

The finals saw the track damp but drying as the battles progressed. The first round drivers tried not to overstep the mark by playing it safe, but for many the boundaries of grip were pushed a little too far! Lewis Mitchel made a return to the series; his S14 was only finished on Friday evening and he was in good form until Adam Simmons' charge.

Local driver, Kyle Chisholm, who had borrowed a E34 BMW for the event, progressed through the top 16, disposing of round one finalist James Roberts in the top



32 and Ben Manuel in the top eight on his way to the semi-final.

In the other bracket, fellow Scotsman Fraser Stark was on a mission in his E30 Touring. He beat Matt Stevenson in the top 16 on his way to the semi-final.

One of the most notable battles in the semi-finals themselves concerned David Egan, in the Toyota Corolla AE86, taking on Kyle Chisholm and Adam Simmons. They did not disappoint, with all drivers pushing hard to make the final. The lucky drivers who made it to the final eventually, however, were Adam Simmons and David Egan; the two Scotsmen were left fighting for the final spot on the podium.

Before they left the start line, David and Adam waved and smiled at each other, then it was time for battle! The grins didn't fade after the two runs, as both drivers returned smiling from ear to ear! Neither knew who had taken the win, the judges didn't either and so the

| 2015 British Drift Championship |



drivers were asked to run 'one more time'!

The final was all that remained. Following a large crash at round one for Adam, it was a pleasure to see him on the line after all the hard work it had taken to get the car there! His opponent David was fifth in the championship and had his eye set on taking the lead.

Adam was unstoppable and after two fantastic runs between the two drivers it was clear he'd done enough to take the win. A great end to what had been a fantastic day of drifting for the Pro Am class.

We must also congratulate David Cooper and Matt Walker, two of the four Driftcup drivers who were competing and qualified in the top 32. Both are now BDC Pro Am licence holders!

The top four returned on Sunday to compete with the Pro class. This saw a reverse in the conditions from Saturday: a wet start to the day didn't dampen spirits, with the drivers loving the fact they were driving the iconic Knockhill circuit.

After a shaky start as he got used to the bad conditions, Jack Shanahan eventually



found his feet to be rewarded with fifth place once qualifying started.

As a dry line emerged, drivers had just two laps to show they could master the tricky conditions. Mark Luney took this challenge to heart to give him the top spot in qualifying, driving the Lucas Oils Toyota Supra.

Team MNM driver Mike Marshall took second spot in the Toyota-powered E92 BMW. Martin Richards made a welcome return to the championship, another driver with support from Evergreen Tyres and he grabbed third place, whilst fourth went to reigning champion Shane O'Sullivan in the Japspeed S15 Silvia.

The top 16 positions included three of the four Pro Am drivers from Saturday. The track soon dried out as the finals started. The first round of competition saw Dan Firmager spin, leaving Marc Huxley in the RA28 Celica nowhere to go. Marc did manage to return to the start line but a mechanical failure saw the car sadly retired.

Mark Luney was victorious over the two Falken drivers, his first victim being Paul

Cheshire in the top 16 and Matt Carter in the top eight. Matt is known for his door-to-door driving but this time contact would see him go out of the competition.

On the other side of the bracket, Jack Shanahan beat Team Japspeed drivers Danny Eyles and Shane O'Sullivan. Adam Simmons put on a great show of driving following his win in the Pro Am class on Saturday; eventually Mike Marshall knocked a very happy Adam out of the competition.

The semi-finals came round with Mike Marshall competing against Jack Shanahan and Mark Luney going up against his former team-mate Steve Moore.

Despite Mike's best efforts, he knew when he came back to the line he had been beaten; dropping a wheel off the track had sealed his fate and Jack moved on to the final.

The second semi-final saw top qualifier Mark Luney in the 1000bhp Supra and Steve Moore in the 450bhp Nissan S14. Against all the odds, the Boss Motorsport driver had made the final! This wasn't the end of the day for Mark or Mike as third and fourth

place had yet to be decided!

With nothing to lose both drivers pushed hard, not giving an inch and driving at 100%. However it was Mark that took victory and the third spot on the podium.

The final saw the championship leader Jack Shanahan with a not-so-healthy car. The team believed the head gasket had gone even before qualifying and could not believe the turbo'd M3 engine had not alerted them earlier! Steve Moore had been fully consistent run-after-run, on the perfect line all day. Steve did exactly what he needed to in the final; he ran the perfect line in the two runs and the judges made their decision!

After driving in the championship since the very beginning (in 2008), Steve Moore stood proud on top of the podium – a very popular victory which saw him jump up the standings to second place along side Mark Luney. Jack Shanahan still leads the championship.

The event drew a large crew to see the action first-hand and 45,000 people from 69 countries across the world all watched via the popular live stream service 🌟



| 2015 British Drift Championship |



Pro - Am Class Results (Knockhill)

Position	Driver No	Driver Name	Points
1	61	Adam Simmons	31
2	52	David Egan	24
3	67	Kyle Chisholm	21
4	28	Fraser Stark	18
5	99	Tony Walker	16
6	46	Matt Cussens	14
7	63	Ben Manuel	12
8	44	Richard Newton	10
9	98	Mike Lardner	10
10	60	Matt Stevenson	8
11	30	Louis Lawrence	8
12	38	Lewis Mitchel	8
13	15	Jake Spickett	8
14	56	Martin Wonnacott	8
15	84	Keith Bart O Shea	8
16	9	Ian Rutherford	8



Pro Class Results (Knockhill)

Position	Driver No	Driver Name	Points
1	9	Steve Moore	28
2	46	Jack Shanahan	24
3	6	Mark Luney	24
4	2	Michael Marshall	20
5	1	Shane O'Sullivan	16
6	61	Adam Simmons	14
7	18	Matt Carter	12
8	50	Matt Tilyard	10
9	13	Stephen Biagioni	8
10	38	Dan Firmager	8
11	4	Wesley Keating	8
12	44	Paul Cheshire	8
13	11	Gary Dunne	8
14	7	Danny Eyles	8
15	52	David Egan	8
16	99	Wayne Keeber	8



Above: Despite a few hairy moments during qualifying, Jack Shanahan slid his way into second place in the Pro class, with only Steve Moore scoring better

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SCANDINAVIAN TRICKS

Scandinavia's biggest tuning show plays host to a staggering selection of seriously modified Japanese metal, so we popped in to take a look around...

Words: Andy Basoo
Photos: Patrik Karlsson

Since 1971, Elmia in Sweden has been home to Scandinavia's biggest modified car and bike show. How big is it? To give you an idea, over 75,000 people flock to see over 700 cars, with 300 clubs and trade stands rocking up each year to join in the party. This year was the biggest event yet, with a vast number of incredible cars and among them were some

spectacular Japanese builds.

For some reason, that thin strip of water that separates the UK from the rest of Europe seems to have made a big difference when it comes to modifying tastes and there were certainly some very European-looking cars that won't be to all tastes, but thankfully there were plenty of spectacular projects that were right up our street. So let's check out the standout builds of Elmia...

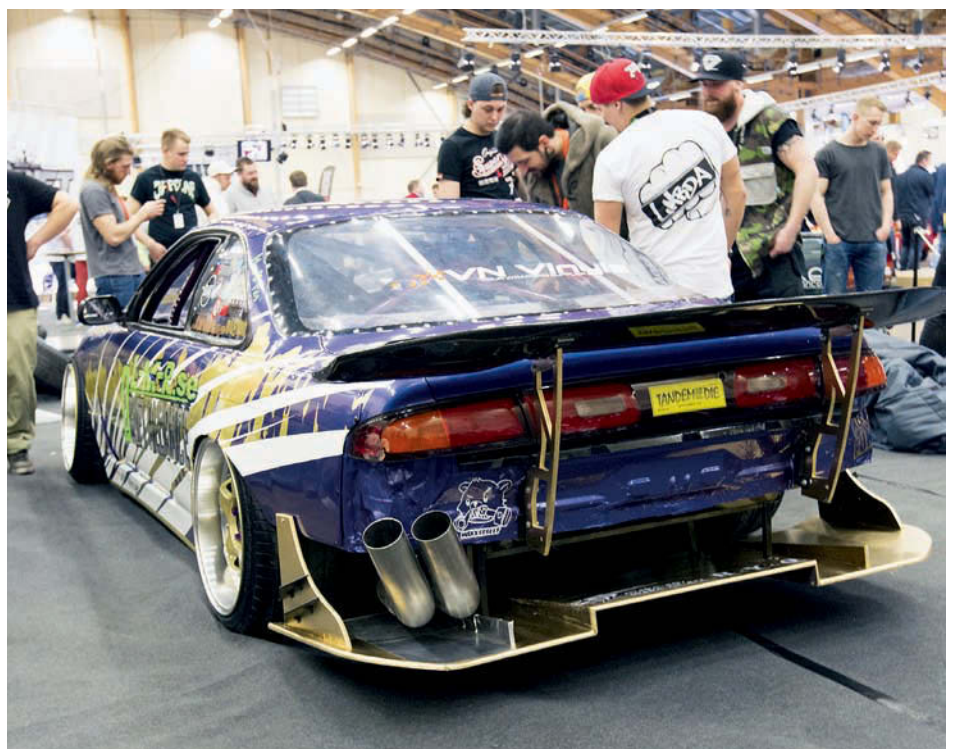


TOYOTA-POWERED S14

In the UK, we've always had this thing about keeping it in the family when it comes to tuning. In other words, if you're going to swap out an engine and fit something more fruity, the replacement running gear has got to come from the same manufacturer. That unwritten rule has certainly been relaxing these past few years but by now you've probably realised it doesn't even exist in Sweden. Depending on whether you want power or torque, NA or force induced, there's an engine out there to suit your budget. Alexander Kvist has gone for Toyota 1JZ VVTi power in his S14, rather than more costly RB power. Interestingly, after crashing the car, he also plumped for an earlier S13 front end, making his S-body rather special indeed.



Upper left: Carbon-clad, wide-arched Datsun 510 is the stuff of dreams





V10 NISSAN S13

While many S13 owners opt for SR20, RB, JZ or LS swaps, this enthusiast has gone the whole hog and plumbed in a Dodge Viper's V10. Understandably, a lot of the engine bay

has been cut back to accommodate the sizeable running gear, so sections of the front end are essentially space-framed for structural integrity.



Iconic MkIV Supras are a welcome addition to any event



FD3S MAZDA RX-7

Christoffer Damberg's '93 FD was one of our favourite cars at Elmia. Not for any particular reason other than it was a beautifully executed, beautifully simple RX-7 and we love an RX-7 here at *Banzai*. Candy purple paint and stunning splits: it had us smitten.



TIME ATTACK R35 GT-R

On the Mantorp Park stand was 23gtr.se's pink R35 GT-R. The company used the event to unveil the vehicle, which will compete in Sweden's premier Time Attack series. Seeing a stock R35 in Sweden is special enough as it is, but having a full-blown GT3-spec GT-R competing locally is truly something.





There's no chance of escaping the police if they're now rocking modified R35 GT-Rs!



TURBOCHARGED S2000

Albin Ask has gone against the grain when force inducing his S2000 and opted for a turbocharged setup over a supercharged one. As such, it's putting out well over 400bhp.

It looks the part, too, thanks to 17" OZ Mito wheels. The front arches house 10.5" versions with 225/45 Federal 595 RSRs while at the rear 11.5" OZs are shod in 255/40 tyres.



NO RETURN RACING TEAM

The No Return Racing Team started out as a couple of guys having fun in their spare time but since 2012 has quickly developed into an entirely more professional outfit. The team now consists of six members, running three very diverse high-profile projects.

Here you can see the flagship twin-turbo Corvette C5 and 350Z competition vehicles.

Yes, you read that right. Take a closer look and you'll see the Nissan isn't an R35 GT-R. It is in fact a 350Z with a GT-R-style front bumper. The third car is an iconic Ford Sierra Cosworth and is finished in the same matte grey as these two. The team appears to turn its hand to Time Attack, drifting, whatever it fancies really.



2 Fast 2 Furious Mitsubishi Evo VII

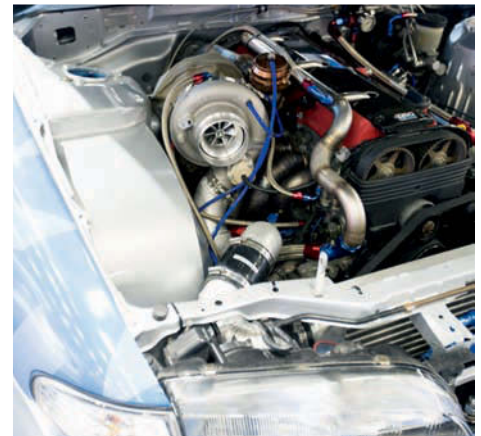




2JZ-POWERED S14

The quality of David Skogsby's build is impressive. The '95 Nissan is part of the BRL Racing team. A quick internet search will turn up plenty of impressive drift footage where

David seems perfectly at one with his Toyota-powered S14. The S-body is so on-point, it drew huge amounts of attention despite there being a similarly liveried R35 sitting next to it.



SUMMARY

And there we have it. It's always helpful to drop into car tuning shows around the globe and see what's going on in other markets. Ultimately, our Scandinavian counterparts are a little more wild than us and bolder with their engine choices and styling directions. Sure, most of the cars here are competition vehicles, built to drift or lay down ultimate lap times, but general enthusiasts adopt similar tuning directions with their own road and track projects, too.

So if you're in the market for a new project car or are simply looking to take your build to the next level, we highly recommend paying a visit to the Bilsport Performance and Custom Motor Show over in Elmia, Sweden. There's plenty of ideas to be gleaned and you certainly won't be leaving disappointed... 🌟

TIME ATTACK SUPRA

Many think Robin Antonsson's MkIV is the premier vehicle in Sweden's Time Attack series. He's been developing the car for a number of years with a real focus on lightening the substantial Supra. The carbon

doors, boot and mirrors are the obvious signs of this, but look into the minimal cabin and you'll see that no expense has been spared in reducing weight. There's even a set of full carbon seats.



VIPER-POWERED RX-7

Highlighting the quality and extreme nature of Swedish drifting these days is Martin Enmar's beastly FD. The Mazda's aggressive aero is there for a reason: it helps Martin harness the roughly 900whp

generated by the blown American running gear. The V10 up front is sourced from a Dodge Viper and then has had twin-turbos strapped on for good measure. See why we described the RX-7 as 'beastly', right?





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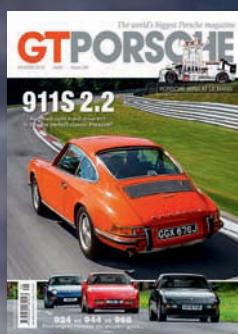
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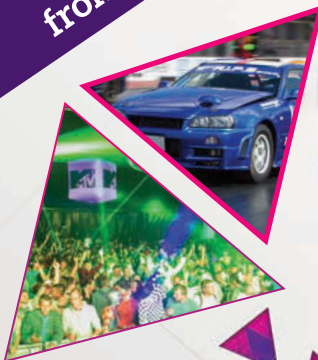
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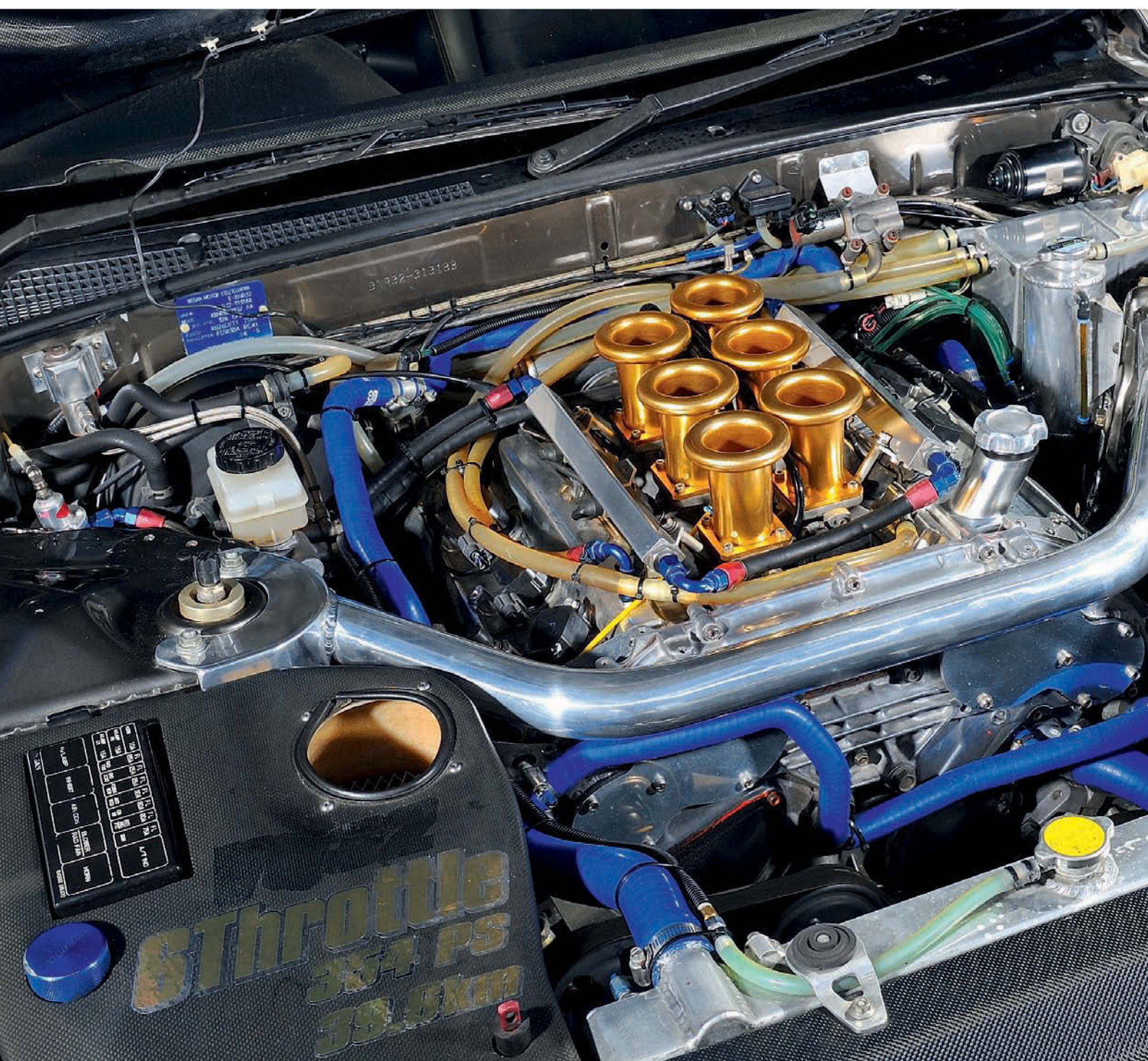


FILLING THE VOID

This 'VQ32' Skyline GT-R was one of Top Secret's intriguing projects that filled the void between the conclusion of R34 production and arrival of the R35. We revisit it at its new home in the UK.

Words: Word_n_Photos Images: Matt Woods





Have you ever been one of the last people to leave a party? Still there, strutting your stuff on the dance floor as the DJ spins another old school anthem, not wanting to go home yet because you're still having a great time. That was the vision which went through our minds after hearing the circumstances surrounding the creation of this machine a decade ago.

The story goes that Japanese tuners were effectively enjoying a good-time party atmosphere during the three generations of Skyline GT-R production that stretched from the arrival of the R32 in 1989 to the conclusion of R34 production in 2002. During this period the tuning scene was on fire,

fuelled by new initiatives such as D1GP and the *Fast and Furious* franchise.

But then a five-year lull took over, where the pillar-like GT-R brand disappeared and tuners used to working on new metal must have felt like the party had been cut brutally short. Some went home, so to speak, but a few hardcore partygoers carried on innovating and delivered intriguing projects that remain fresh to this day.

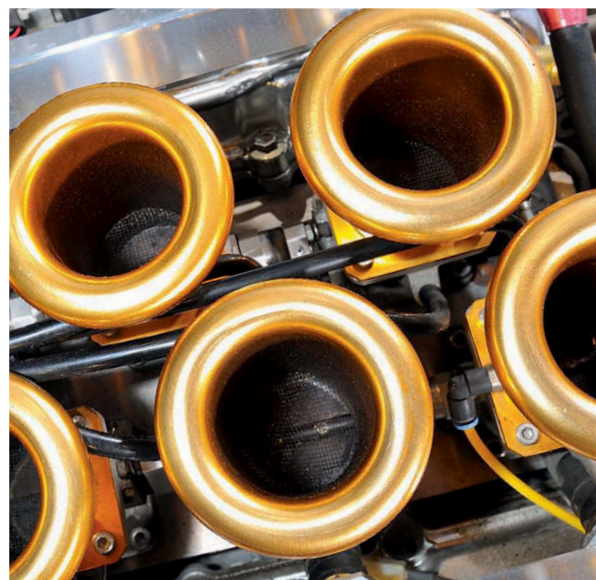
One of the leading lights in that respect was world-renowned tuner Top Secret. During that time from 2002 to 2007, legendary front-man Kazuhiko 'Smokey' Nagata famously built his own vision of a next-generation GT-R, a V35 Skyline with a twin-turbo V8, and the incredible twin-turbo V12 Supra that blew

everyone away at the 2007 Tokyo Auto Salon. But there was another less well-known project Smokey put together in this period, and lying beneath those shouty graphics is a car that is equally as interesting.

First indications of its nature arrive with an understanding of its name – 'VQ32' Skyline. Those familiar with the alpha numeric codes of Japanese tuner cars will realise that it is an amalgamation of Nissan's VQ engine line and the familiar BNR32 Skyline chassis. Which essentially means it is a GT-R running a lightweight V6 block, in this instance the same 3.5-litre VQ35DE found in the 350Z. So already the car has a displacement advantage over the original RB26 engine, not to mention size and weight specifications that mean it is



Left: Normally aspirated V6 from a 350Z is an unusual choice but Top Secret has always been about being different...





a good 30cm shorter and 150kg lighter. But there is no mention of forced induction, which is unusual for Top Secret.

A wander around this 1994 car reveals gorgeous attention to detail. In terms of aero, it's beautifully put together and includes quality items such as a Top Secret G-Force front bumper, Nismo spats and rear lip spoiler, and various wind-cheating goodies under the rear bumper. There has also been a further effort to lighten the car with the fitment of FRP doors. But intriguingly, the scoop sat on top of the carbon fibre bonnet appears to be blocked off, and the Volk Racing GT-C alloy wheels are staggered in terms of width and diameter from front-to-back. Seeing as it would be impossible for the R32's ATTESA four-wheel drive system

to cope with such a difference, it must mean that the car is rear-wheel drive only.

Contemporary features in domestic tuning magazines confirm that Smokey had indeed modified it specifically for drifting, eliminating the Skyline's front driveshafts to transform it into a rear-driver. Meanwhile, his decision to use a naturally aspirated VQ engine was based on its popularity at the time, and that this project gave Top Secret the opportunity to further develop the unit for power, responsiveness and, ultimately, competition. Installing such an engine within the popular R32 platform meant that less time would be wasted adapting unfamiliar body architecture.

Lifting the bonnet helps you understand just how much effort went into the

development of this VQ unit. Indeed, with the block tucked right up against the bulkhead the car could almost be called mid-engined, creating a space between the crank pulley and oversized radiator that probably equals the luggage capacity of an MR2.

Work on the engine began with a total strip-down. The original bottom end was fully balanced and the cylinders shaved by a minute 0.2mm to accept Top Secret's own specification forged pistons. Both heads were ported and polished and equipped with Nismo valve springs and titanium retainers, actuated by Nismo Step-2 high-lift camshafts. Fuelling is delivered to the combustion chambers via a neatly plumbed arrangement in the boot.



Performance: 349hp

Engine: VQ35DE DOHC 24v V6, Top Secret spec oversized (95.7mm) forged pistons, balanced bottom end, ported and polished heads, Nismo valve springs and titanium retainers, Nismo Step-2 high-lift camshafts, custom 42.7mm diameter exhaust manifolds, custom 60 to 90mm dual titanium exhaust system, custom individual throttle body setup with custom filters and ducting, alloy radiator, ARC oil cooler, carbon fibre cooling panel

Transmission: FS6R31A six-speed manual gearbox from Z33 Nissan 350Z, ORC 709D twin-plate clutch, Cusco two-way limited-slip differential

Chassis: 8x17" (ET7) front and 9x18" (ET17) rear Volk Racing GT-C alloy wheels with 245/40 and 265/35 Federal tyres respectively, limited edition Aragosta/Top Secret Super Damper Pro coilovers with Swift springs, switchable Roberuta air suspension added to coilovers, custom Top Secret front strut brace, R34 GT-R Brembo front brake calipers with Endless discs, OE rear brake calipers with Endless discs

Exterior: Top Secret G-Force front bumper, custom carbon fibre bonnet with dummy vent, Aerocatch bonnet catches, bonnet dampers, custom LED headlights with Belloff Stinger beam, front tow hook, FRP doors, Ganador mirrors, Nismo spats, Nismo rear lip spoiler, Top Secret rear diffuser, vortex generators, tinted rear quarter windows

Interior: Recaro SR-III Top Gun front reclining seats retrimmed in black leather with yellow stitching, Personal steering wheel and boss, custom cream leather-trimmed roll-cage, matching cream leather-trimmed headlining and rear bench, Defi Super Sports dash built into custom carbon fibre instrument cluster, Neko AF700, line lock system, Alpine navigation and sound system

Contact: Team Harlow Jap Autos (www.harlow-jap-autos.co.uk or 07956 372894), RK Tuning (www.rktuning.com or 01702 557124)

However, these components are merely *hors d'oeuvres* to the visual feast of that impressive display of anodised velocity stacks feeding individual throttle bodies. Standing proud in the centre of the engine's cleavage, it's not so much the height of these trumpets that is the reason for the vent on the bonnet. It's the way the cavity underneath the scoop creates a handy meeting and distribution point for two air-flow streams arriving ram air-style from the front of the car and cleaned of impurities by the pair of filters built into custom enclosures either side of the radiator. The ducting work behind the bumper and the way these routes are integrated into the underside of the bonnet is a work of art. But a closer inspection of the scoop reveals

that the blanking plate is actually spring-loaded, so that at high speeds air can be fed directly into the top of the velocity stacks.

After combustion, spent gases are whisked away through custom fabricated exhaust manifolds with bore-matched runners measuring a precise 42.7mm in diameter. These pipes then expand from 60mm to 90mm through a dual titanium system designed to offer a raw and surprisingly high-pitched – at least for a Skyline – exhaust roar. Power is rated at 349bhp, a significant 59bhp advantage over the engine's original output.

That power begins its route to ground via a six-speed Z33 350Z gearbox engaged by an ORC twin-plate clutch. Then the drifter's favourite Cusco two-way limited-slip

differential shares the torque equally between both hubs for tail-happy action. Meanwhile, the chassis specification is designed to handle being thrown around on track. A custom front strut brace was fabricated to skirt the engine and intake ducting, the suspension arms were re-engineered to increase their strength, and the steering angles were increased.

Top Secret then commissioned a bespoke suspension setup that mated the tuner's own Super Damper Pro dampers with Aragosta coilovers and Swift springs. What's more, the struts also feature a Roberuta air suspension kit that can raise the whole car – handy for negotiating petrol station forecourt ramps and sleeping policemen. As the air-lift system



functions independently of the coilovers, when it is turned off it doesn't interfere with the working of the suspension. Finally, R34-spec Brembo front brake calipers and two-piece Endless discs all-round increase bite and deceleration performance.

Considering its clear track bias, the relatively sumptuous interior comes as something of a shock, or welcome respite, depending on your perspective. It still has air conditioning and a decent Alpine sound system, which is unheard of in a drift car. A good few crows were relieved of their coats to deliver this leather-trimmed cockpit, but while this natural material covers everything from the seats and headlining to the roll-cage and dashboard, it is tastefully executed and

doesn't come across like a *boudoir*. Thanks to the carefully chosen extras such as Recaro seats, Personal steering wheel and a Defi Super Sports dash neatly replacing the original instrument cluster, there's enough comfort, sportiness and vital information in here to please everybody.

Sometimes, however, good things have to come to an end. So when its present owner felt the time was right to pass the VQ32 to another appreciative custodian, the specialist GT-R team at Harlow Jap Autos was given the opportunity to offer it to market. Ozz at HJA was effusive in his praise for the car: "What surprised me most was the drive, being such a highly modified car with practically everything aftermarket. I was

expecting it to be a tad unrefined... [but] to my surprise it felt like I was driving a factory-built car, which is a real testament to Top Secret. Built primarily for drifting, it has great low-down response and the engine note is magical above 7000rpm. It was never built to be fast – in fact, a stock GT-R would probably be faster in a straight line – but as with many of Mr Nagata's projects, he likes them to be unique. And this certainly is!"

A decade on, how many other GT-Rs do you know of that run a naturally aspirated V6? We're struggling to think of any. Yet in many ways this lighter, more responsive, aurally awesome screamer raises the hairs on the back of our neck faster than many big-power Skylines. It's a self-contained party 🌟

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SAM PRESTON

EP3 HONDA CIVIC TYPE R

Comments?

Contact me at spreston@unity-media.com

Sam's attempting to transform his CTR from sporty grocery-getter to track-focused pocket rocket.

With a few hundred miles of fast road driving, as well as a small excursion to the Nürburgring (unfortunately only as a spectator) now completed on my new Yellow Speed Racing suspension from Tegiwa, I thought it was only fair to complete the test of the car's enhanced chassis out on track.

Handily, the first Banzai/Pettit Racing track action day of the year was just around the corner. Held at Essex's North Weald airfield and run under the guidance of the experts at the Car Limits training centre (based on-site), the day promised to be one of the safest ways to test your car on the edge whilst having a proper laugh at the same time.

As the day was organised in conjunction with Pettit Racing, it's no surprise that the majority of cars I was up against were rear-wheel-drive Mazdas. There was one car in the paddock that I instantly set my sights on upon arrival, though – a modified Mini Cooper S which was piloted by seasoned track-dayer Kelly Brabbin. With fairly comprehensive chassis and brake modifications, I was hoping this supercharged hatch would offer some close competition for me and my Civic. I didn't realise just how close it would be at this stage, though!

After some isolated high-speed corner testing, with invaluable advice from the Car Limits guys Steve and David about how to increase speed, confidence and stability when hooning it around a high-speed bend, the afternoon saw the cars line up for the MSA-backed sprint circuit which is used on the airfield. With runs being timed, it soon hit me that this could become a little more competitive than your average track day...

With the advice from the Car Limits guys along with some handy cornering tips from Pettit Racing's Robbie flying around my head, I was happy with the time I nailed on my second run of 1:27. Confident it would take a lot for Kelly to come close, I sat back and watched the rest of the cars fettle their times as the afternoon went on.



It was only when Kelly ran up to me sporting a big grin on her face that I knew it was time to get serious. She'd just beaten my time by over a second, meaning I had my work cut out to reclaim the FWD glory. What followed was around an hour's worth of the most furious understeer-laden driving I imagine the track has ever seen, with each of us seeming to shave tenths off the best time in turn right up until the end of the day. Amazingly, we both managed to finish off with the identical time of 1:23.8, with both of us agreeing that neither of us (or our cars) had any more to give!

Whilst giving my car a thrashing, I was able to form more of an opinion about what was good and bad in its current state. The power delivery is undoubtedly excellent – I have no qualms that the K20 engine is a peach. The new coilovers also performed faultlessly and offered me far better cornering options than I would have had from a standard EP3.

Looking forward, though, I'd say the main weakness now has to be the brakes. The standard units were pretty shocking on the greasy surface, especially when directly compared to the beastly Pettit Racing stoppers on the RX-8. I also noticed that the ABS was very intrusive when hitting the middle pedal hard.

Hopefully by next month I'll have addressed this issue head-on 🌟





Contact:

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or 01782 334440

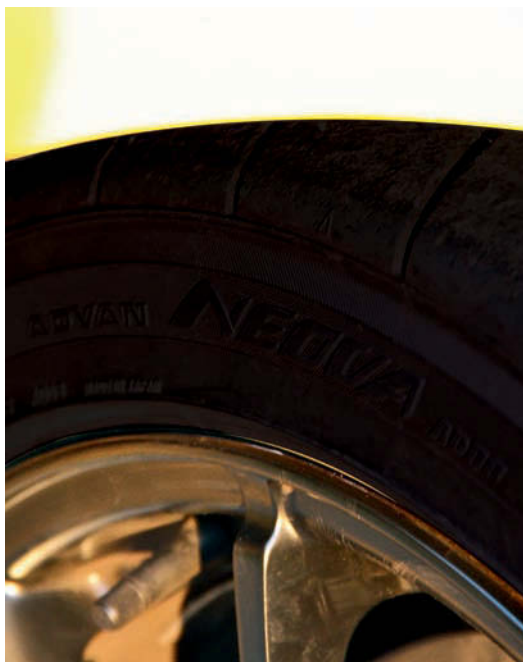
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OUR CARS



BANZAI/PETTIT RACING SE3P MAZDA RX-8

Comments? Contact us at banzai@unity-media.com



In our last update we brought you the winning entry to our design competition and Jon Feasby's creation struck gold with our friends over at Pettit Racing. They loved the race livery and how it subtly incorporated the rotary symbol. They were also big fans of keeping some yellow on the car and were glad to see there was no room for a blue front wing! Our designers here at *Banzai* towers are currently fine-tuning Jon's design, adding the correct logos and making a few minor tweaks. They're also working up another take on the same theme. So, what we'll be doing next month is bringing you two final designs and it will be down to you readers to choose exactly how the RX-8 will look. From what we've seen both are great options but it's down to you guys to pick the final winner. No pressure then...

In the meantime, you may have spotted that we've got some lovely new footwear for the Mazda. Jon's design couldn't be more on-point because as you can see, his wheel design is virtually identical to what we've selected! Choosing wheels for an RX-8 is a tricky affair. How many RX-8s have you seen on aftermarket wheels that have made you say, 'wow that looks amazing'? The most striking choices have usually been thieved from other premium models and not off the shelf. Bentley and Porsche wheels spring to mind...

The RX-8 is relatively bold with its styling and certain styles just don't seem to work. With power hard to come by in the Mazda, weight is an issue, too. The stock 18" five-spokes are relatively light at just over 10kg, meaning most of what the aftermarket has to offer is actually a downgrade. The last thing you want to do is stress the engine with

more rotational weight. It's because of these two factors that we opted for a set of black 8x18" Sparco Assetto Garas. Their simple ten-spoke motorsport design ties in nicely for the track theme we were thinking of. We didn't want to go bigger in diameter in fear of compromising performance and certainly couldn't go any smaller (not that you'd want to) because we needed to clear those big Pettit front brakes. Most importantly, though, the Sparcos weigh in at just 9kg (1kg lighter than stock) meaning we've shaved 4kg off the total kerb weight. In the world of RX-8 tuning that's priceless. If you recall, we recently corner-weighted the Mazda at 1324kg. That's around 50kg lighter than a stock car so we're pretty chuffed about bringing the total weight down to 1320kg.

For those of you that don't know, the Sparco wheel range is made by respected Italian wheel giant, OZ. OZ has a fine motorsport heritage and currently supplies the Ferrari F1 team, so we have full confidence in the build quality of the TÜV-approved Sparcos. The car will be abused on track days and at sprint events over the next few years so we didn't want anything that would buckle or break.

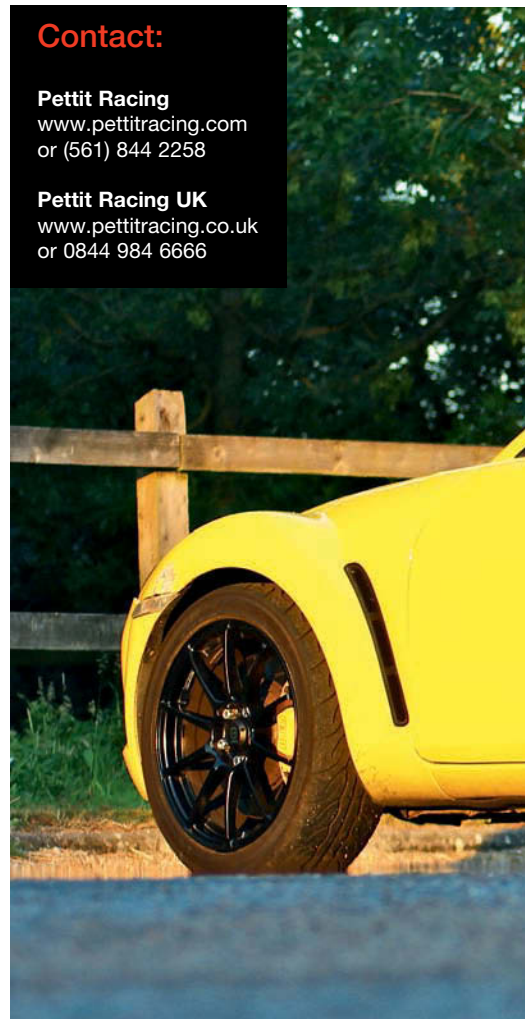
We shod the Sparcos in 225/45 Yokohama Advan Neova AD08 tyres. With their minimal tread pattern and soft compound, the Yokos are widely respected as one of the best performing street tyres on the market... in the dry that is! They're a little playful in the wet but on a dry track they're hard to beat.

Pettit is pleased to offer *Banzai* readers a special discount on OZ and Sparco wheels for any car. For details, get yourself over to www.pettitracing.co.uk/offer 🚗

Contact:

Pettit Racing
www.pettitracing.com
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OUR CARS



CINNAMON LACEY NA6 MAZDA MX-5

Comments?

Contact me at banzai@unity-media.com

In Cinni's last ever *Our Cars* article, she gets a few pieces of her MX-5's chassis refreshed before showing it off at Japfest.

Well, sadly, this is my last piece in *Banzai*! By the time you read this, I will have already moved onto pastures new; no doubt still popping up here and there though!

I have to say I have thoroughly enjoyed every moment working with Andy and Sam and all the team at Unity Media and *Banzai* magazine but my work here is done... it's my time to go! I want to thank everyone who helped out with my MX-5, 'Madge', to get her where she is today, and hopefully I can still carry on modding her and making her show-worthy.

Having squeaked, cracked and crunched around for the last few weeks after getting the MX-5 back in my hands at long last, and with Japfest fast approaching, I thought it was about time I got some adjustable shocks and a fresh set of bushes. I also wanted a new roof as my one was looking shabby and worn.

I approached SuperPro as I have only ever heard good things about its bushes. It's been recommended on many occasions that they were the ones I needed. I also knew that the MX-5 Championship race series uses them, so they must be good.

After speaking with the very helpful Richard from SuperPro, he advised me of the correct set to fit my NA chassis and they arrived on my desk the very next day. You can't beat an overnight delivery service! He also told me all the advice I needed for fitting them, so we knew what to do.

My next job was to source some adjustable shock absorbers so I could adjust



the ride height. So I approached Dave Lyon at Gaz Shocks and he was more than happy to help. When I went to pick up my bespoke set, Dave showed me around the factory, where I saw all the different fixtures and fittings being made, and how much precision engineering goes into each set.

After running Dave through the not-so-fantastic road conditions around where I live, and how many small lanes and speed humps I regularly come in contact with, he explained that they had made my particular shocks a little bit longer than normal to accommodate for this. They packed them up in a nice snazzy new box and made sure I had the special C-spanners that are needed for fitment. Again, a super-efficient service, and it was great that I was able to go and collect them myself and meet the guys.

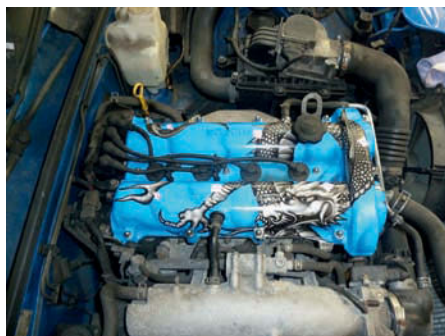
One evening a few days later, I dropped Madge off to the guys at LC Rotary who have taken over looking after her for me as they are MX-5, RX-7 and RX-8 specialists.

The first job was the roof. I'd picked up a

brand new vinyl top for Madge from a company advertising in *Soft Top Hardtop* magazine; the official magazine of the MX5OC which I am now a member of. Steve and Dan set about the old roof with a Stanley knife. Much to everyone's dismay, as it was so tight and rusted, it was really difficult to remove. But after a long time and much effort, they managed to fit the new one perfectly, and Madge now looks super smart. So thank you very much to my favourite guys at LC Rotary: Lewis, Steve, Dan, Reece and Kim!

Their work wasn't over yet, though! Next, the team set about fitting the SuperPro bushes. Lewis, the owner, said he had never worked with such an easy and well-made set of bushes, finding them surprisingly easy to fit for such an old car.

The shocks, however, were a different matter. They went in easy enough but getting the existing old rusty aftermarket suspension out first took time... a lot of time! And we also discovered that one of the





Contact:

Gaz Shocks
www.gazshocks.com

SuperPro
www.superpro.com

LC Rotary
www.lcroty.co.uk
or 01959 928070

Torque Developments International
www.tdi-plc.com
or 0800 107 3250

shocks wasn't even attached properly at the back, as a bolt was missing, explaining why the car was skipping and bouncing over bumps, rather than absorbing them.

LC Rotary doesn't have a calibration machine at the moment, so I headed over to my favourite tuner, Torque Developments International (TDI), once they were fitted to get them set up properly.

Any fast road suspension will have to be a compromise between improved performance and a comfortable ride, so it's better to incorporate as much adjustability as possible, then keep tweaking it until you get as close as you want.

When I met Shaun at TDI, he was able to set the geometry up correctly, alleviating the skip and bounce whilst tailoring the damping rates to perfectly suit my fast road/occasional track brief.

As you can probably tell from the pictures, the car is now sitting very nicely. I'm letting everything bed-in but so far, so good! It's fair to say Madge is a totally different creature now thanks to all the help I've received. She's lost her bad attitude and instead has a more than pleasurable disposition nowadays. She sticks to the road and is great fun to drive. The shocks absorb every bump in the road and she makes me smile from ear to ear every time I drive her. I definitely recommend talking to Gaz Shocks and SuperPro bushes if your car's chassis needs a freshen-up.

Who knows where Madge and I will pop up next? But for now, I'd like to say a big thank you to all involved in the build. And with that, it's goodbye from me, and it's goodbye from Madge! 🌸

Below: Hacking away at the old soft-top roof is a painful experience





PAUL COWLAND SUBARU BRZ

Comments? Contact me at
banzai@unity-media.com

Tuning really is like trying to conduct a symphony orchestra. There are many parts to balance, with each player being crucial in their own way. But, more importantly, the whole package needs to mesh seamlessly together to form a perfect whole. Get it right and you hear Beethoven's Fifth played like the man himself intended. Get it wrong and you'll end up with Kanye West singing *Bohemian Rhapsody*.

The point I am trying to make is this; if you change or enhance one area, it starts to eclipse another. For example, drop the BRZ on its arse and you'll realise that the once cherry-looking Speedlines no longer really fill the arches as they once did. While I have been over the moon with the fit and finish of my V-MAXX springs, and particularly how they make the car sit, what they had also brought to the party was clear evidence that my Subaru needed a little more track if it was truly to look good. With tyre edge and wheel arch now so close together, there was a clear 25mm gap that didn't fit the bill.

The easy solutions were either to swap the wheels or to safely space them out. The former was not an option seeing as the Turinis not only suit the car to a tee but are

also incredibly light, thanks to their flow-forming technology. They were going to stay. The second solution seemed more attractive, particularly as I have fitted many sets of quality spacers before, always with great results. I called my friends at H&R UK who said they had the very thing for me: a set of the firm's beautifully-engineered 20mm TRAK+ bolt-on spacers. Deal done and card flashed, they were on their way and delivered the very next morning! Now that's service!

The H&R TRAK+ spacers are manufactured from a special proprietary alloy specifically developed for H&R that is lighter and has a higher tensile strength than the 6061-T6 billet aluminium that is usually used by the competition. These bad boys are also hubcentric and feature a full contact hub – just like the factory part they sit upon – for even load force distribution and lateral support. What that means in the real world is that all of the lateral, braking and acceleration forces are correctly distributed through the hub – as per the chassis design – to allow me to still hoon the BRZ around in total safety... only with a little more visual aggression. H&R do many different systems, depending on your car type and width requirement, but also offer a clever range of PCD changing adapters, allowing you to go wider and change rims at the same time. Genius!

Popping in to see my long-suffering TV mate Adam Hornby, we had a quick look at how they would fit. As I suspected, the protrusion of the factory wheel studs went



Left: 20mm spacers give the car a subtly aggressive stance



Contact:

H&R
www.hrsprings.com

Euro Car Parts
www.eurocarparts.com/performance-styling-parts

Milltek Sport
www.millteksport.com

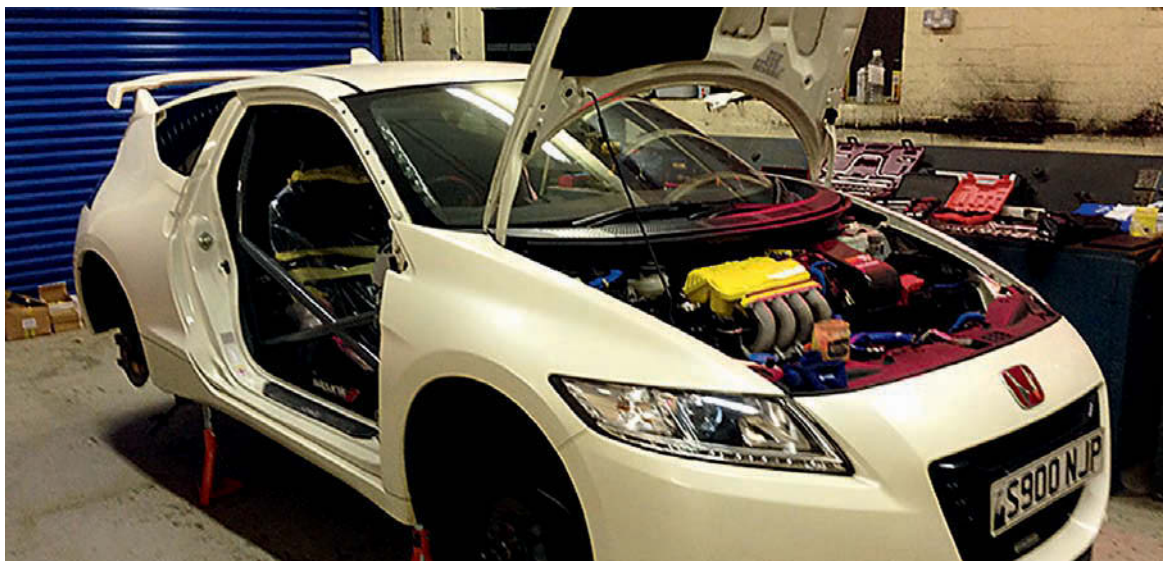
past the outer line of the spacer. The H&R instructions show that this will be fine on a factory 'voiced' wheel that has recesses in the back of the wheel to accommodate this (as do some aftermarket designs) but on my solid Speedlines, this meant that the backplate of the wheel was unable to sit flush with the hub – which was a no-no. The long-term solution will be to shorten each stud but that was something we didn't have time for this month. Instead, I made do with a mocked up shot of the offside spacers out, which looks superb, before removing the spacers and refitting the rims. We'll try that one again next month when we have a bit more time! One thing's for sure, though, with the H&R TRAK+ fitted, the car looks superbly muscular and much more squat in its stance. I can't wait to get them on properly!

To console myself, I wandered over to catch up with Kev and Dave at the nearby Milltek factory in Ilkeston. They wanted to show me their latest update to their BRZ system, which was a rather smart flexi-jointed centre section. Lighter in weight, crisper in tone and made from the finest stainless steel it was a vast improvement in every possible way! Needless to say, once we had trial-fitted it, there was no way it was coming off. Sounding so much better, it really did add a little urgency to the BRZ's exhaust tone and was therefore immediately deemed to be a worthwhile upgrade! It looks great doesn't it?

So that's it from me. Next month I will hopefully have those spacers on 🌟



OUR CARS



Contact:

Spoon Sports EU
www.spoonsports.eu
or 01934 751085

Burn! Motorsport
www.burnmotor sport.com or
01934 751085

Blackboots Tyre Specialist
www.wheels-inmotion.co.uk
or 01494 797825

JAMES RUDECKI/ SPOON SPORTS EU ZF1 HONDA CR-Z

Comments? Contact me at
info@spoonsportseurope.net

James is creating a CR-Z hybrid race car to compete in the CARTEK Roadsports Endurance Series with the help of Spoon Sports EU.

Since receiving the car back a little later than expected after getting the roll-cage fitted, my friend Bobby and I had the mammoth task of essentially rebuilding our shell into a track-ready car for our practice session at Castle Combe, in just two-and-a-half days! Although this initially appeared to be an almost impossible task, with a huge effort we managed to get all the necessary standard parts reinstalled, including the IMA battery and associated cabling, before continuing with the upgrades.

To give ourselves the best possible chance at completing the car we stuck to the bare essentials that we were confident

we could complete in time. This started with upgrading the standard suspension for some Spoon Sports fixed dampers and progressive springs which fitted perfectly, as we expected.

We then swiftly moved onto the brakes and swapped out the tiny 262mm discs and OEM calipers for some with real stopping power. A set of Spoon Monoblock calipers and 300mm conversion discs were mounted on the front along with Dixcel pads, before we swapped the rear pads over for a set of Spoon pads. We finished by changing the fluid for Dixcel 328 Racing juice and bled the new HEL braided system along with its new partnering components. The car was beginning its transformation.

We pushed on through the night getting the engine running again. The air-con was completely removed, including the pump, hoses, matrix and core. To finish this off we added a fresh batch of coolant and shorter drive belt.

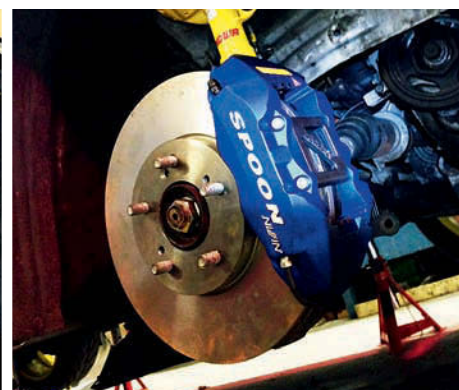
Next up were a few performance upgrades for the engine, including the Spoon throttle body, Spoon Fit GE8 intake chamber and second de-cat pipe. Last but not least our lovely new Spoon CR93 wheels professionally equipped by tyre specialist Blackboots with R888s courtesy of Toyo were fitted.

After working for 20 hours straight on the

last day, including our full time jobs, we finally had her back together. We held our breath as we clicked the ignition over. The lights flashed like a Christmas tree – but nothing we weren't expecting. We depressed the clutch and for the first time in approximately one month we pressed the start button. She turned over and the engine burst into life, but for slightly less time than we'd have liked; for about half a second in fact! Looking at each other in despair we began a gruelling four-hour fault-finding session only to trace it back to a fuel supply issue but with the wiring diagrams in the manual that we'd lent out to our engine guru, we wiped our brows, downed tools, and at 6am, a whole 24 hours later, we began a heart-breaking ride home...

What was more depressing was the fact that we'd hired a transporter to get us to the test day but had to return it first thing in the morning, sadly without a refund. The Castle Combe test day was a failure, but the amount of work we managed to complete in the available time was tremendous, so hats off to Bobby for his drive and determination. He actually forgot he put the wheels on the car and had no recollection of the work we'd completed after about 22 hours; seriously he's one hell of a best friend!

Hopefully my next update will be a little more positive... ✨



James's car is now equipped with Spoon CR93 alloys, a full roll-cage from SW Motorsports and Spoon big brakes

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SUPER LAP SCOTLAND, 25-26 JULY

A fantastic series which has been gaining something of a name for itself across Scotland in recent years, Super Lap Scotland (SLS) springs into action once again across the last weekend of July.

The time-trial event is held solely at the famous Knockhill circuit, with the aim of creating a level playing field throughout the entrants, regardless of their car's abilities.

The setup is fairly similar to that of Time Attack, which means that individual lap times replace door-to-door racing. After

practice and qualifying runs, drivers are given just one competitive lap to nail the perfect time. This unsurprisingly cranks the excitement levels up to 11!

This year classes range from 'E' (160bhp per tonne and under), all the way up to 'Pro' (450bhp per tonne and over). Calculating the bhp/tonne figure means that line-ups can be very close indeed, making for some fantastic battles to entertain spectators.

This time around, the expected front runners come in the form of two of the

fastest Subaru Imprezas in Europe: the infamous Gobstopper II from Roger Clark Motorsport and Andy Forrest's insane RA-shaped monster. The event will also be televised for the first time.

Even the most modest of road cars are warmly welcomed into this competition, and it's not too late to enter this year's season. Get in touch with the guys if you're keen to find out more!

Contact: rory@superlapscotland.co.uk or 01383 723337





BTCC UPDATE: THRUXTON AND OULTON PARK

Incredibly, we're already almost halfway through this year's hectic BTCC calendar, with another two races under the driver's belts since last time we caught up on the action.

First off, the boys headed south to Thruxton, the fastest circuit in the country, and one which has been very successful for the Honda Yuasa team in recent years.

Thankfully, 2015 was much the same for the team, with a 1-2 from Shedden and Neal straight out of the gate in race one. This marked the eighth victory for Honda machinery at this circuit in the last nine races – a pretty impressive statistic!

With Plato dominating the second race and young Morgan taking his second ever BTCC win in the final race in his Mercedes, Shedden

and Neal managed to gain enough points to keep the team happy by the end of this leg.

Shedden commented on the first race: "To get another win and one-two with the new Civic Type R is a fantastic feeling. I got a great start so straightaway I was in some clear air, which made the all-important job of looking after the tyres quite a bit easier. By the time I was at the Complex for the first time I'd broken the tow, and from then on I could manage the pace – the car was perfect."

Next, the roadshow headed up to Cheshire's scenic Oulton Park track back in early June.

Race one saw the familiar sight of Neal and Plato battling it out for first, with Neal eventually succumbing to the pressure and

settling for second. In the next race, Shedden had a go at taking on Plato, with similar results. In the final race, the Honda duo finished in a perfectly respectable 3-4, consistently racking up valuable points to add to the standings.

Where does this leave the drivers? The overall battle between the top three entrants could not be closer, with Plato leading the pack with 157 points, closely followed by Shedden (154 points) and then Neal (149 points). Needless to say, Honda's new Type Rs are proving to be just as impressive as we anticipated, with the second half of the calendar promising to provide some electrifying viewing.

Contact: www.btcc.net



ANOTHER RALLY VICTORY FOR SARA WILLIAMS

You may remember back in the February issue of *Banzai* that we caught five minutes with up-and-coming young female rally driver Sara Williams hot off the back of her first successful international event at the Wales Rally GB.

Well, there's more good news from the British female rally driver this month, as we've learnt that her and co-driver Patrick Walsh have recently won the Port Talbot Motor Club Red Dragon Rally outright – Sara's third overall rally win!

The pair steered Sara's trusty Hawkeye Impreza across the 36-stage miles faultlessly, in less than ideal weather conditions, to beat the closest competition by a considerable 1min, 21 seconds. Sara famously was the first female rally driver to claim an outright win in 30 years back in 2013, and it looks like there's plenty more to come. To top the day off nicely, the duo clinched the Nick Bradbury Award for the fastest final stage time. Nice work!

Contact: www.sararally.com



HONDA YUASA RACING SIGNS FIRST NEW TEST DRIVER

There's even more BTCC news as Honda Yuasa Racing has just announced the launch of its new Driver Development Programme, with Jack Clarke signed as the scheme's first member.

Clarke will serve as a test driver and ambassador for the highly successful team as it attempts to look into the future of the sport. The young driver, who has already dabbled in BTCC and Formula Two was first tasked with whisking people up the hillclimb course at this year's Goodwood Festival of Speed in the brand-new Civic Type R road car.

Could he be the next Honda BTCC star? Only time will tell...

Contact: www.honda.co.uk

2015 MOTORSPORT CALENDAR

JULY

- 17-19 **ERC Estonia**
- 18-19 **Civic Cup Anglesey**
- 18-19 **VTEC Challenge Castle Combe**
- 21-26 **Total 24 Hours of Spa Belgium**
- 24-26 **Formula One Hungary**
- 25-26 **Super Lap Scotland Knockhill**

AUGUST

- 1-2 **Jap Drag Series Santa Pod**
- 1-2 **D1 Ebisu**
- 8-9 **BTCC Snetterton**
- 16 **BDC Rockingham**
- 16 **Toyota Sprint Series Croft**
- 21-23 **Formula One Belgium**
- 22 **Classic Time Attack Croft**
- 22 **Time Attack Croft**
- 22-23 **VTEC Challenge Brands Hatch**
- 22-23 **Civic Cup Silverstone**
- 22-23 **BTCC Knockhill**
- 28-30 **ERC Czech Republic**
- 29-30 **Super GT Suzuka**
- 30 **WEC Nürburgring**

SEPTEMBER

- 4-6 **Formula One Italy**
- 4-6 **Blancpain GT Series Portugal**
- 5-6 **D1 Maishima**
- 5-6 **BTCC Rockingham**
- 6 **BDC Silverstone**
- 11-13 **WTCC Japan**
- 12-13 **Civic Cup Snetterton 300**
- 18-20 **Formula One Singapore**
- 19 **Classic Time Attack Rockingham**
- 19 **WEC America**

- 19 **Time Attack Rockingham**
- 19-20 **Blancpain GT Series Germany**
- 19-20 **BDC Anglesey**
- 19-20 **Super GT Sugo**
- 20 **Super Lap Scotland Knockhill**
- 25-27 **WTCC China**
- 25-27 **Formula One Japan**
- 25-27 **ERC Cyprus**
- 26 **VTEC Challenge Mallory Park**
- 26-27 **BTCC Silverstone**
- 27 **Toyota Sprint Series Blyton Park**

OCTOBER

- 2-4 **Blancpain GT Series Italy**
- 3-4 **Civic Cup Donington**
- 9-11 **ERC Greece**
- 9-11 **Formula One Russia**
- 10-11 **BTCC Brands Hatch GP**
- 11 **Jap Drag Series Santa Pod**
- 11 **WEC Japan**
- 17-18 **VTEC Challenge Donington**
- 23-25 **Formula One USA**
- 24-25 **D1 Odaiba**
- 24-25 **Blancpain GT Series Azerbaijan**
- 30-1Nov **WTCC Thailand**
- 30-1Nov **Formula One Mexico**
- 31-1Nov **Super GT Autopolis**

NOVEMBER

- 1 **WEC China**
- 5-7 **ERC France**
- 7 **Toyota Sprint Series Cadwell Park**
- 13-15 **Formula One Brazil**
- 21 **WEC Bahrain**
- 20-22 **WTCC Qatar**
- 27-29 **Formula One Abu Dhabi**

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MICHAEL FRANCIS TOYOTA CELICA

Mike's journey with this Celica begins after he sadly had to sell up his Mazda RX-8 for something slightly more economical. Although the car had to be more sensible, he wanted it to remain Japanese and exciting to drive.

After eventually purchasing this Celica at a bargain price, it was only when getting the car home that Mike checked the VIN plate and realised what he'd just bought was a genuine JDM SS-II model, which benefits from bits such as 'Super Strut Suspension', an LSD gearbox and larger front brakes!

Mike tells us that the car's been pretty faultless apart from the usual Nineties car niggles, and explains that it receives a whole lot of attention now in the form of regular body and engine cleans.

Apart from the 16" Subaru alloys, things have remained fairly standard, with a racing clutch, new tyres and eventually a respray all on the cards in the future.

The love and attention that are clearly paid to this rare coupé have resulted in an immaculate slice of JDM history.



LUKE BENDALL MITSUBISHI COLT

The little Colt Ralliart was never a sluggish supermini, with its boosted 1.5-litre engine quite rightly earning it the nickname the 'mini Evo'.

Luke's taken it a step further with his white example here. He's sensibly started with visual and chassis aids, and now has set his

sights on upping the power to around a whopping 210bhp.

What've we got so far, then? A set of JDM Volk Racing CV Pro rims keep things real in the wheel department, assisted by a drop on some BC Racing coilovers. Cool touches such as a five-panel wink mirror and wind deflectors only add to its desirability.



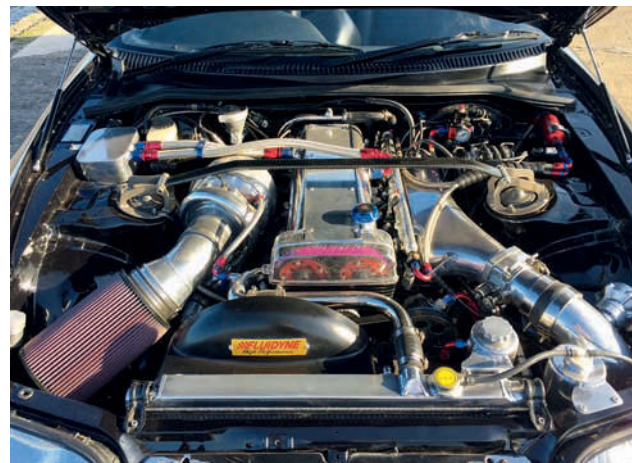
JACK JOHNSON MAZDA 3 MPS

Jack sums up his car perfectly for us in one small phrase: "It's a wolf in sheep's clothing!"

His boosted 2.3-litre hatch now benefits from a CorkSport short ram intake, Forge turbo inlet pipe and upgraded exhaust system. With a custom remap, power has been hiked up to around 300bhp – a figure that, until very recently, would have seemed completely bananas for a FWD hot hatch!

On the outside, Jack's played it safe by leaving the modification list small, with a set of Bola B1 wheels single-handedly setting off the 'Aero'-kitted exterior.

With this sort of performance in such an appealing package, we're not sure why these fantastic cars are such a rare sight on British roads. Luckily, people like Jack are keeping the dream alive!



JOHN DOODES TOYOTA SUPRA

John tells us that he's just finished this mammoth fourth-gen Supra build. After looking at the extensive spec list, you'll see that John surely now deserves a break to enjoy the fruits of his labour.

Under the bonnet he's fitted a brand-new Virtual Works Racing high compression race engine, shipped in from the US. Next, a raft of the very finest ancillaries were added to ensure the now very capable block was working as efficiently as possible. We're talking a custom ITS GT74DBB turbocharger, Carillo H-beam con rods, fully reworked head and much, much more here...

To ensure the undisclosed but almost certainly colossal amount of power is effectively dealt with, a Getrag V160 'box has been employed to transmit the power to the rear wheels. John's also gone for some monster eight-pot KSport brakes and MeisterR coilovers, which ensure all bases are covered.

With an extremely solid drivetrain taking shape, next John shifted his attention to the styling. Keeping it strictly JDM where possible, he added some Do Luck enhancements to the body, along with some rare Double Six wheels from the same brand. A TRD spoiler and rear lights wrap up the exterior, which has been finished in Ford Panther black.

We've not even scratched the surface of this car's humongous list of premium parts, so if you notice it at a show, make sure you go and ask John to give you the full tour!



GEORGE KEITH TOYOTA MR2

George's mean-looking Rev 3 MR2 is still looking fresh over 20 years after leaving the factory.

The normally-aspirated 2.0-litre lump out back now lets off a lovely growl courtesy of a Japspeed stainless steel exhaust system and a K&N induction kit to ensure the flyweight coupé still has what it takes when it comes to performance.

George has also added a splash of carbon fibre to the exterior in the form of a rear brake light panel and roof scoop, while the white Rota Slipstreams and 40mm Tein lowering springs tick all the right boxes in the chassis department.

Things get a little classy inside, with a set of Recaro 'Fishnet' recliners retrimmed in half Alcantara combined with a tasty Nardi steering wheel. Top job!



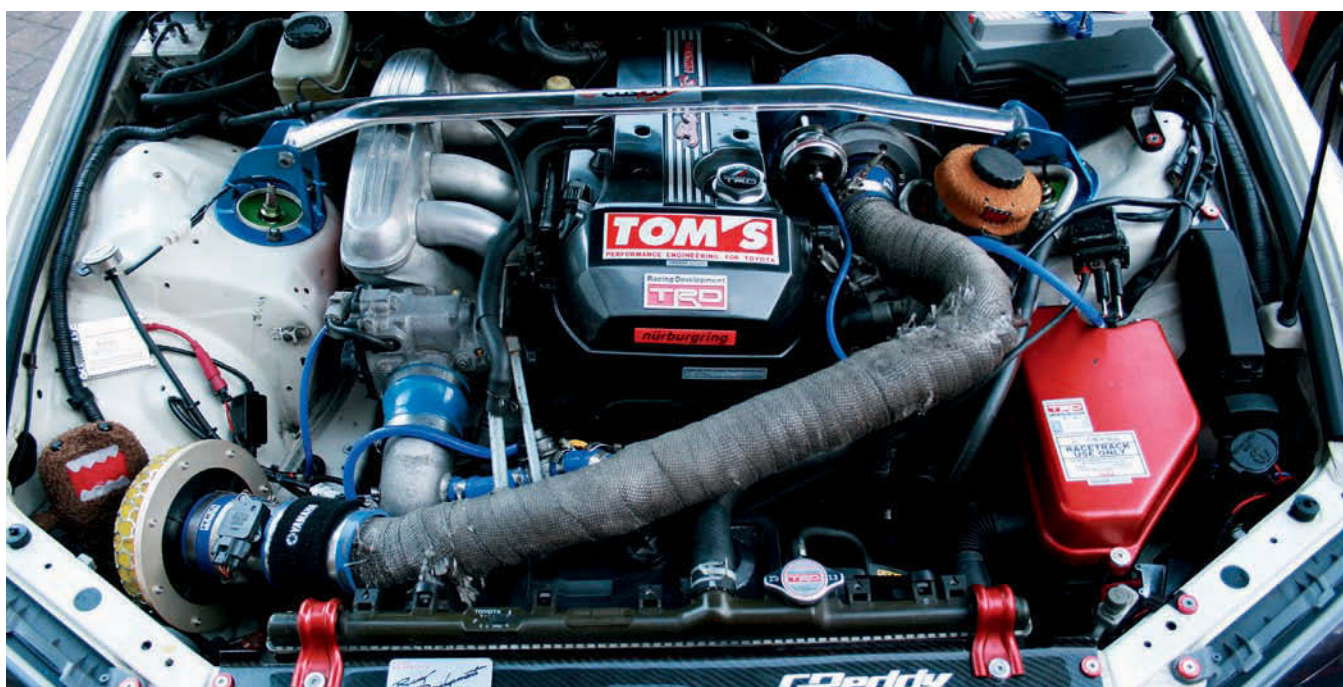
TOM O'NEILL HONDA CIVIC

Being a little different from the rest of the crowd is never a bad thing, as demonstrated by Tom who opted for a saloon version of the EG Civic shape rather than the ever-popular hatch. "I have actually previously owned a hatch, which I eventually lost the rust war with!" he tells us.

This particular car didn't remain a small family saloon for long, however, as Tom instead went straight for a B16A2 VTEC engine swap before adding a raft of breathing enhancements to it.

Chassis-wise, the car can now corner effortlessly with the addition of APEXi N1 coilovers and an endless amount of bracing from front to rear. Stopping power is supplied by a 282mm MG conversion. Clever.

There's a distinct aero theme present on the exterior, with those fibreglass wide arches complemented by a selection of front and rear spoilers which scream out 'track day blaster' when combined with the fully-stripped interior.



JON FEASBY TOYOTA ALTEZZA

When he's not busy winning our Mazda RX-8 vinyl wrap design competition graphic designer Jon wanted to show us the JDM marvel that he bowls around town in on a daily basis and we're pretty impressed.

Imported around five years ago after its early life as a Japanese police car, this Altezza, unlike its Lexus IS 200 counterparts,



comes complete with a 'black top' 3S-GE normally aspirated 2.0-litre motor which has begun gaining something of a cult following in recent years.

Although he had around 210bhp at the flywheel to play with, Jon wanted to take it a step further and so added some boost into the mix with the help of friend Sajid from Jap Performance Parts. Parts such as a GReddy TD04-H snail, manifold and downpipe, along with a TRUST intercooler and pipework were all utilised and the end result is a pretty staggering 249.8bhp at the wheels – quite a hike from the standard car, then!

Also modified on this top-spec RS200 'L' edition is a TRD clutch, a whole host of Cusco bracing enhancers, a set of gorgeous TTE Speedline Corse rims and HSD coilovers.

With an extremely functional setup now in his hands, Jon's been making the most of this fun little saloon with plenty of track time, including making the pilgrimage down to the mighty Nordschleife. You better think twice, though, before attempting to take this beast on!



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CLUB SCENE



HONDA S2000 MEET – ACE CAFÉ LONDON

Photos: Chris Presley

Back in early June, the iconic Ace Café near London hosted a rather timely meet for all owners of one of our favourite roadsters – the Honda S2000. Organiser Kim Pham was there to get all the details:

Summer can only mean one thing: S2000s assemble! The annual S2000 owner's summer meet took place on Sunday 7 June at Ace Café in London, with the warm weather bringing out a unique collection of S2Ks.

This year once again saw a pleasingly large turn-out, with one owner even making the journey over from the Continent! There were some beautiful examples of Honda's soft-top, from standard to

heavily modified, with one of the organiser's stunning J's Racing-clad car being popular as ever.

These annual meets never take place without guest spots from other Hondas. On this occasion there were two pristine face-lifted DC5s, a Jordan Civic and the famous 6TWO1 EG Civic.

The meet always proves to be a hit; with such a great mix of cars and enthusiasts alike, everyone enjoyed themselves as the warm relaxing evening unfolded. If you missed out, fear not, as there will be another summer S2K meet at the Café on 2 August, with some very exciting cars already promising to make an appearance!

CONTACT: www.ace-cafe-london.com



6TWO1 MINI-MEET FT. HONDAPRO JASON

Honda specialist 6TWO1 invited all Honda owners down to its Colchester HQ back at the end of May for a casual but extremely well catered gathering of modified cars.

With YouTube star HondaPro Jason in town (see pg 22 for a full interview), the meet was a chance for fans to chat with the vlogger whilst checking out 6TWO1's infamous Speed Store shop.

CONTACT: www.6two1.com



SHOW PREVIEW: JAPFEST 2, 16 AUGUST, ROCKINGHAM MOTOR SPEEDWAY

It's almost that time once again, as what has to be our favourite sequel of the year kicks off in the form of the Japfest 2 show towards the middle of August.

Far from being just a bad imitation of the first instalment of Japfest held at Castle Combe, however, Japfest 2 has always succeeded in supplying at least as much Oriental-themed entertainment as its West Country counterpart, becoming a crucial show on the calendar in its own right.

After a run of successful years at Leicestershire's Donington Park circuit, 2015 sees the event being held in the spectacular and capacious grounds of Rockingham Motor Speedway, Northamptonshire. To celebrate the change of venue, organisers are offering extremely affordable track time on the fun circuit, which is sure to get fully booked before long, so grab your slot while you can! Access to the track is available in 20 minute slots at just £35 a pop. What's more, if your mate wants to have a go in your car too, it will only cost an extra tenner!

If this year's event manages to be even half as exciting as last year's, it promises to be unmissable to anyone with an appetite for modified Japanese cars. Advance tickets cost £15 and are available until midnight on 14 August. Otherwise it's £20 on the gate and as always, it's free for children under 14 years of age. We'll see you there!

CONTACT: www.japfest2.co.uk



CLUB SCENE



SOUTH WALES HONDAS – SUMMER MEET

Words and photos: Luke Price

South Wales Hondas' summer club meet always brings out the finest compilation of cars from Honda's selection. The turn-out at this year's event had something for everyone, and to see such epic progression in familiar builds was an experience enjoyed by all. Organiser Jake Oldfield's almost effortless ability to gather crowds of automotive enthusiasts has seen a giant leap forward for the SW Hondas club. The event was held at the HQ of alloy wheel expert, The Wheel Specialist, and attracted cars from across the country.

First up, a previously unloved Championship white EK9 owned by enthusiast Sian Pinn; since her ownership she has shown the car nothing but dedication and attention. After a top secret build for some time, she revealed her newly painted and K20-powered prime cut Type R at the event.

Crews have become a big part of Honda culture, and Team PH and its track styled Hondas aimed to dominate those who dare to wear semi slicks. A grave comparison to Street Sweeper Gang's tribute to the stance scene found in the US!

Adam Ivell from 6TWO1 rocked up with a newly imported DC5 Integra armed with his signature numberplate. Adam's online presence has been recognised by the Honda community for some time – the event made it easy to see the amount of tuners that know and love his brand.

A lack of models such as the CR-X Del Sol on this bright Welsh afternoon was slightly disappointing, but the appearance of an NSX had a crowd gathered in no time. It's not often that you see Honda's home-grown supercar, but even since the prototype's debut 26 years ago, it still exudes intimidation to its younger siblings.

Jake has put some serious effort into making sure his events cater for all tastes, and somehow he makes sure the sun is always shining, a difficult task for the British climate let alone the Welsh. As a previous owner of a turbo'd D-series EF Civic, it was nice to see more classics at this event. A Kanjo styled gunmetal grey Civic, and a pristinely built coupé showed the contrasting tastes of this meet's attendees. It's difficult to tear yourself away from such classics; the hatch sat on RS Watanabe wheels screamed JDM track star, made humble by the walnut interior of the coupé. Other mentions include a steroid-pumped wide-body S2000 slammed on super clean white five-spokes, and a corner of the show dedicated to Championship white Integras from both generations. For more information about SW Honda's next event, head to its Facebook page.

CONTACT: www.facebook.com/hondas.southwales.5





LITCHFIELD CHARITY DYNO DAY

Gloucestershire-based super-tuner Litchfield threw open its doors last weekend to invite many of its Nissan GT-R clients over for a charity dyno and open day – with WTCC star (and Litchfield's very own development driver) Rob Huff on hand to host proceedings.

Litchfield's secure compound is usually the best place to witness a large gaggle of GT-Rs together, but for the open day, there were even more of Nissan's supercars than normal, with literally dozens of guests turning up to chat to fellow enthusiasts, take advantage of great deals and also meet the heads of several blue-chip automotive manufacturers who supported the event. In addition to Litchfield's own R&D staff, technical partners Turbo Dynamics, Akrapovic, EcuTek, Asnu and Dodson Motorsport were also present to answer any setup or tech queries that GT-R owners may have had.

Inside, Litchfield's clinical workshops were laid open for all to inspect the new state-of-the-art facilities and, as the pictures show, with a clientele that includes many supercar owners, the machinery inside was even more impressive than the gleaming rows parked outside! Litchfield's own World Record Breaking Nissan GT-R, an

ultra-rare Lexus LFA, a hen's-teeth spec naked-carbon Veyron, plus Europe's only Camaro Z28, Litchfield's Ferrari 458 twin-turbo development car, 328 GTB, plus Litchfield's own tweaked RS6 and M4, and an exclusive 8C Spyder Special Edition were all parked up to admire. For the true automotive train-spotters, a rarely-seen Bugatti EB110 GT could also be salivated over.

In all, the day was a huge success, with large amounts of money being raised for Litchfield's nominated charities and several owners leaving with a considerable shopping list for future visits... as well as a stack of new friends and tuning contacts. Commenting on the wonderful outcome of this inaugural event, Litchfield founder, Iain Litchfield was clearly elated with how it had all gone: "I'm delighted that this first event has gone so well, and I'm indebted to our guests, our technical partners and, of course, Rob Huff, for joining us today. We've raised some money for our favourite charities, we've messed about with cars all day and we've met and caught up with some fantastic owners. It's been the perfect day at work really!"

CONTACT: www.litchfieldmotors.com

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EVENTS DAIRY 2015

19 JULY
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www.traxshows.co.uk

22-23 JULY
DESTINATION NÜRBURGRING
Nürburgring
www.destination-nurburgring.com

23 JULY
MITSUBISHI EVO MEET
Ace Café, London
www.ace-cafe-london.com

25 JULY
ROADWARS
Elvington
www.straightliners-events.co.uk

31 JULY-2 AUGUST
ULTIMATE STREET CAR
Santa Pod, Northants
www.ultimatestreetcar.co.uk

1 AUGUST
CELICA GT-FOUR OC MEET
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www.ace-cafe-london.com

2 AUGUST
SIMPLY JAPANESE
Beaulieu Motor Museum
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2 AUGUST
ROADWARS
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2 AUGUST
HONDA S2000 MEET
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16 AUGUST
JAPFEST 2
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23 AUGUST
MIMMS TRACK DAY
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10-13 SEPTEMBER
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(JAPANESE AUTO EXTRAVAGANZA)
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www.japcarclub.org

11-13 SEPTEMBER
GOODWOOD REVIVAL
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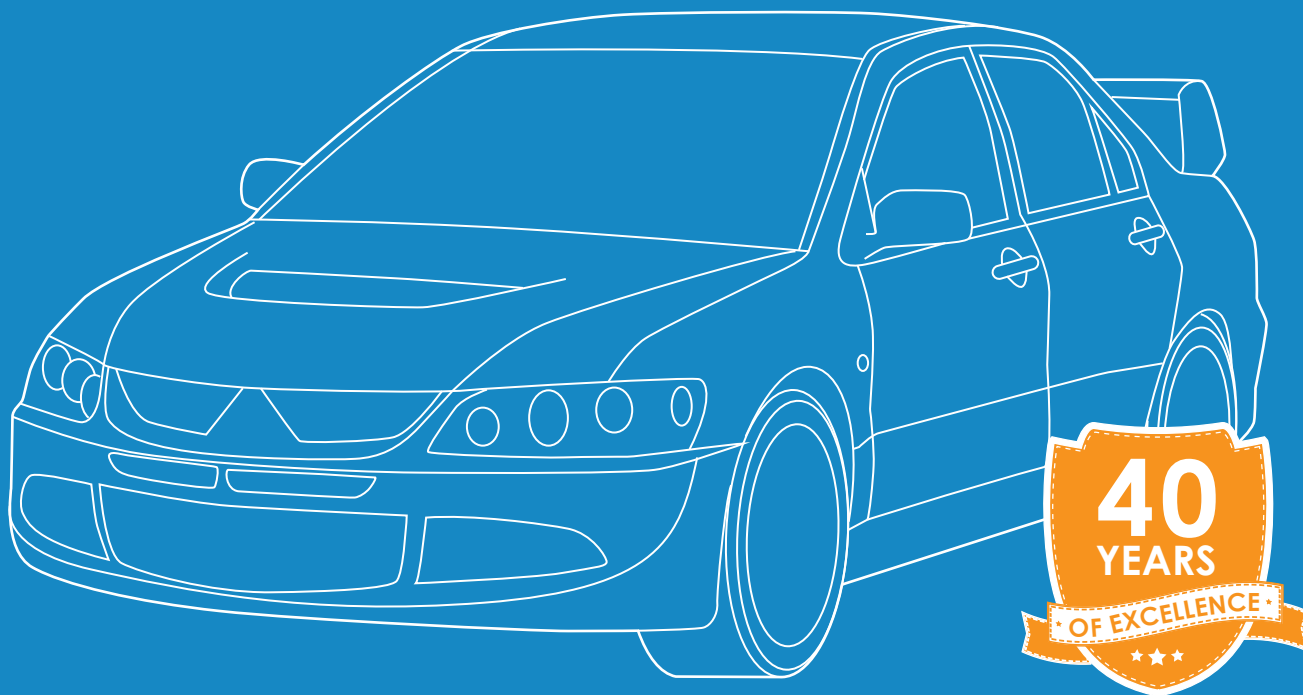
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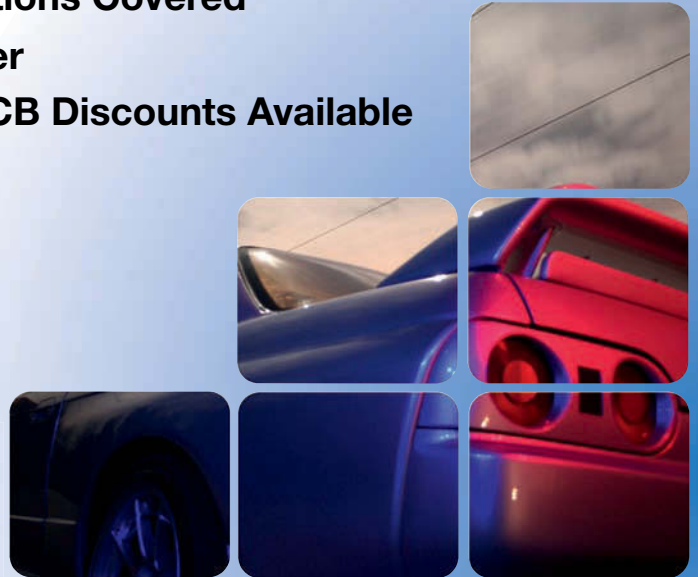
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